

The Magazine of the Class 37 Group

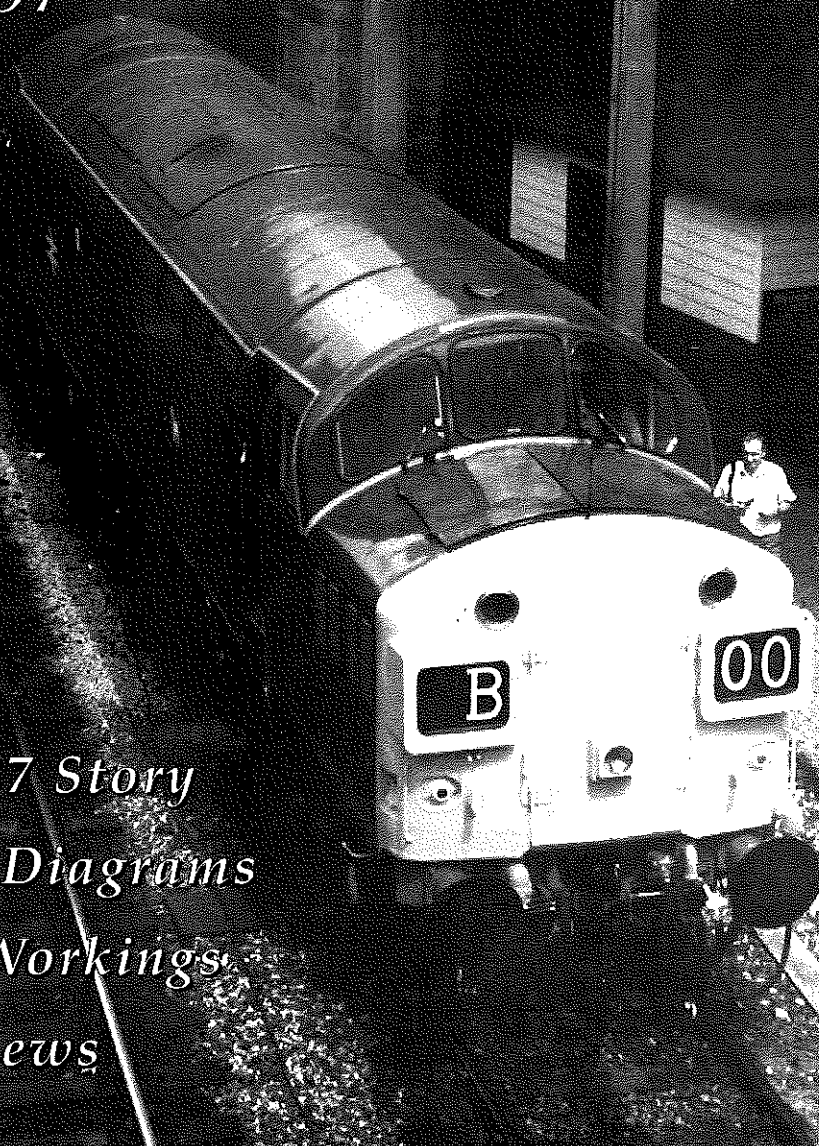
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# SYMPHON!

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1997

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*The 37 Story*  
*Winter Diagrams*  
*Last Workings*  
*News*



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THE CLASS 37 GROUP

**WE ARE ALSO ON THE INTERNET!**

**THE CLASS 37 GROUP WEB SITE ADDRESS:**

[http://members.tripod.com/~Mike\\_Broom/Index.html](http://members.tripod.com/~Mike_Broom/Index.html)

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Thankyou to the following, who have contributed to this issue of *SYPHON*!  
Daniel Hitchens, Mike Broom, Tom Rajczonek, Andrew Fuller, Derek Riley, D.L. Jennings, David Prior, Ken Short, Transport Topics, Ian Dobson, Alan

Hawkins, Rob Morel, T. Dawe, John Gothard, Alan Vacani, K. Palmer, Jasper, Peter Hall, Keith Fransham, Michael Gibson, Adrian Cox, Paul Furtek and anyone else I may have missed.

**Cover Pic:** 37029 back in action at Bury Bolton street on the East Lancs Railway on 8 July. **Photo:** DANIEL HITCHENS.

We are always looking for articles, information, news or photographs for *SYPHON*! If you think you have anything relevant then send it to: Ken Carr, Editor, 22 The Chase, Boreham, Chelmsford, Essex CM3 3DY. If you are sending in photos, B/W prints are our first preference, colour prints second and third colour slides. We would be grateful if you could send an s.a.e. so that we can return the photos (at no additional cost to the Group) once we have finished with them and also please put your name & address on each print with as much caption detail as possible! If you are submitting articles, we can accept them on computer disk providing they are saved as an ASCII file, please also enclose a hard copy.

# OPENING SHOT



This Summer saw a wide range of Class 37 hauled tours and this coupled with many rateable Virgin rescues has kept 'Syphon' bashers very busy. 37248 & 37332 led a 'The Scarborough Maid' tour which ran earlier in the year on 31 March. The dynamic duo pass Sherburn. **Photo: IAN DOBSON.**

## *From the Driving Seat*

**I**t is time for my first pre-AGM address. The last year has been interesting in the railway system with the sale of six Eurostar UK 37/6s to Direct Rail Services following the downfall of the overnight European sleeper services.

In my first year as Chairman it has been a very interesting and busy time for the group. I know that with the guidance of my fellow Committee Members we will steer the group in the right direction to make our group even more successful and give the group an image as the best group for Syphon Bashers.

I hope that in the next year we will gain more members through promotions. Although, we haven't run any railtours this year, I hope that next year we will attempt to run one or more tours, knowing we can run one as good or if not better than the "Settle Syphons".

On the preservation front, myself and Graham Potts had a meeting at the Great Central Railway with Graham Oliver (Chief Executive) to see if they will consider our group basing one or more 37s at Loughborough, we are waiting for a response from the Directors to our proposed plans.

The Committee has changed again since the last AGM, we have seen the departure from the Committee of Paul Smith, I would like to thank Paul for his hard work, we now have two new Committee Members without Portfolio, they are Paul Bramwell and Daniel Hitchens, I will look forward to working with them in the future.

*Tim Young*  
Chairman

# GROUP NEWSDESK

## From the Engine Room

**A**pologies for their being no magazine over the Summer. Heavy work commitments left me with no time to produce it. Therefore, this issue is a bumper job running to 40 pages.

I have also decided that this will be my last issue of *SYPHON!* as I cannot guarantee the time to produce the mag on a regular basis and this is not fair to my colleagues on the committee or you the membership. Therefore we urgently need a new editor so if you fancy it please contact the Chairman as soon as possible.

The Summer was a bumper one for Class 37 haulage and the locos various exploits are detailed in the forthcoming pages. The second part of Graham Potts' 'History of the Class 37s' also fea-

tures and an updated last working listing following on from Mike Broom's article for *TRACTION*.

There is also a complete listing of all the pool/depot changes that have taken place over the last few months to keep you bang up to date on the current position.

The AGM takes place on 22 November (details on page 18), I hope as many of you as possible can attend. If anyone wants to stand for the committee please get a member to send your nomination to chairman Tim Young as soon as possible.

Bye for now!

*Ken Carr*  
Editor

### **RT RAILTOURS HELP PRESERVATION BID**

NEW committee member, Daniel Hitchens has agreed a deal with RT Railtours to let the Group run the on-train raffles. The first occasion yielded some £130 on 'The Slate & Narrow' tour on 20 September. RT have agreed to us running the raffle on their 'Syphon' tours next year as well. Many Thanks to RT boss Michael Owens for his assistance.

### **37003 LATEST**

WE have now been informed that our bid for 37003 cannot be accepted and that we have to follow the usual tender process. Informed sources suggest that 37003 is due to appear on a forthcoming tender list, which allegedly is due out in early November, but don't hold your breath.

When the tender list appears we will submit our bid and hopefully once and for all know one way or other whether 37003 is going to become ours.

## **Transport Topics**

*Would you like a copy of our colour catalogue listing well over 4,000 railway photographs and slides from the cameras of Colin J Marsden, Darren Ford, David Canning, Michael Hill and many others covering four decades?*

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# NEWSDESK

## RAIL & VIRGIN TAKE 'SYPHONS' TO RAMSGATE



37678 & 37417 make a fine sight at Birmingham International. The pair were used on Virgin's Summer Saturdays Only service to Ramsgate on 9 August. **Photo: IAN DOBSON**

## IT'S BYE-BYES FOR EURO-SLEEPERS AS DIRECT RAIL SERVICES SNAP UP SIX SIXES

THE North of London 'Euro-Sleeper' project is now dead and EPS have begun to get rid of many of the associated assets. Direct Rail Services, based at Sellafield in Cumbria, were quick to move. They reached agreement to purchase six of EPS's Class 37/6s during June.

The locos involved are 37607 - 37612. The first two to move to their new home were 37611 & 37612. They were towed from North Pole to Sellafield by DRS's 20301 & 20304 on 27 June.

The others followed during July. 37609 & 37610 had the honour of working the first Class 37 hauled DRS train on 23 July when they worked a Ramsden Dock - Sellafield flask train.

Two days later the same pair were put in charge of the penultimate Penrith - Cricklewood milk train. They also worked the final milk train the following day.

On 27 July the pair returned the milk wagons to RFS at Doncaster. All six locos have received DRS branding but retain the three EPS 'Polo-Mint' logo.

At the beginning of August DRS hired four of the 37/6s to Freightliner, for a four week period, to cover a motive power shortage. Workings covered included 37607 & 37608 work 4029 Garston - Southampton and 4L78 Southampton - Ripple Lane on 5 August,

returning to Southampton in the early hours of the 6 August on 4009.

On 13 August 37610 & 37612 were in charge of 4011 Garston - Southampton, three days later the same pair worked 4031 15:16 Leeds - Southampton. During the night of 18/19 August the pair worked 4L78 & 4009.

On 23 August, 37607 was in charge of a Garston - Southampton train. However, the fun ended at the start of September with all four locos returning home to Sellafield on 6 September.

The 12 September saw some interesting light engine movements, 37608 & 37612 made a trip to Dungeness on a timing trial and 37607 was in the Carlisle area on crew training.

Two days later 37610 was on route learning duties between Sellafield and Torness. Followed ten days later by a trip to Heysham.

There are rumours flying around that DRS will soon be taking over the nuclear flask traffic from EWS, although EWS hotly deny this, but whatever happens the next few months should be most interesting.

We also understand that one of the charter rolling stock owners is looking at buying one of the now redundant generator vans.

# NEWSDESK

## 37427 WORKS LAST 1M89 CREWE - CARDIFF BEFORE THE SUMMER BREAK



The Fridays Only loco-hauled 16:45 Cardiff - Manchester and the 21:38 Crewe - Cardiff took the Summer off. The last working on 11 July saw 37427 in charge. Here the northbound train departs Crewe. The working has been re-introduced with the Winter timetable (details on page 36). **Photo: CHRISTOPHER ROWE.**

### 'SYPHONS' HELP OUT AT SOUTHALL CRASH-SITE

FOLLOWING the Southall rail crash on 19 September, a number of Class 37s were used in the clear-up operation. This involved clearing away the wreckage as well as helping with track relaying.

On the day after the crash 37689 turned up with the Cardiff Canton breakdown crane. The loco was then used to tow away the undamaged HST power car, 43163, for inspection.

Also noted were 37097 with a train of track sections and 37203, 37371 and 37516 all on ballast trains.

### SILVER BULLET 'SYPHONS'

EVEN though the Bumgullow - Irvine 'Silver Bullet' is a regular Class 60 turn, every once in a while a pair of Class 37s turn up bringing back happy memories of this marathon working.

On 29 May, 37671 & 37672, turned the clock back when they hauled the train throughout to Irvine. Another such occasion took place when 37222 & 37709 worked the Newport - Irvine leg of the train on 19 August.

### IT'S YOUR LETTERS

PASSENGER services aren't the only class 1 trains to benefit from being rescued by Class 37s. RES mail trains have also benefited from a bit of 'Syphon' haulage.

On 2 July, 37671 provided a helping hand on 1C92 19:30 Penzance - Bristol towing 47764 as far as Plymouth. The same service was in trouble on 23 September when 37887 came to the rescue at Plymouth after the RES 'Duff' expired.

37375 came to the aid of a stricken 325012 on 14 August after the EMU failed at Shap whilst working 1M90 12:52 Glasgow - Willesden. The 'Syphon' hauled the train as far as Preston.

A week before 37371 made a rare appearance at the new electrified Willesden Railnet hub with the 21:59 Norwich - Willesden which it hauled from Stratford.

A second Class 37 visited the Railnet hub on 26 August when 37707 appeared in London with the 22:11 from Plymouth.

# NEWSDESK

## The Adventures of 37423



37423 sits at Crewe on 24 May after working the 11:33 from Bangor. Photos: D. BALL

AFTER its move from Motherwell to Crewe on 22 May, 37423 has been quite a busy bunny. The loco worked North Wales Coast services on 23 & 24 May. Since then the loco has appeared all over the place. On 24 June the loco worked a CWR train from Dee Marsh. Then the loco was transferred to Stratford and was noted at Southampton on 1 July. Four days later the loco was sta-

bled at Didcot.

On 6 September 37423 turned up at Ipswich fuelling point with 37379. By the end of the month (25th) the loco was seen at Ferrybridge. A week later the loco was back in Scotland working a Hartlepool - Inverness pipe train. On 4 & 5 October the loco was back at Motherwell!

During October 37423 was transferred to Toton's ENTN

### COMING BACK SOON

WITH EWS suffering a motive power shortage a number of Class 37s are due to be returned to traffic soon, these include 37111, 37178, 37188, 37214 and 37240. These could be followed by up to another twenty if EWS's growth continues at the current rate.

### CROWN POINT CORKER

AN empty coaching stock move between Norwich Crown Point depot and Eastleigh on 30 September rather surprisingly utilised Immingham based 37885 throughout.

### MGR APPEARANCES

THE go anywhere do anything EWS traction policy has seen some members of the class in action on MGR trains. 37718, 37710 & 37244 made an impressive sight at Warrington heading north on an unidentified MGR on 13 August.

On 16 September 37703 partnered 37688 on 7P14 Toton - Ironbridge train, the following day 37703 was partnered with 37375 on 6T41 Toton - Harworth.

### 37/9s UNPLUGGED & NOISY

A LACK of silencer spares at Cardiff Canton for the Class 37/9s has resulted in both 37901 and 37903 running without them. Normally these locos are incredibly quiet. Not any more, they are now one of the noisiest in Britain.

A trip down to South Wales is highly recommended just to hear the thrash. If you can't make it don't worry, Locomaster Profiles have filmed a 'wired for sound' cab-ride on board 37903 which will probably be released next year.

On the subject of 37/9s, Cardiff have returned 37905 & 37906 to traffic after their period in store. The duo returned from Toton at the beginning of August. After a lot of hard work 37905 returned to traffic on 20 October and 37906 was expected back by the following week.

### MORE 'SYPHONS' CUT

The total of Class 37s to be cut up has increased to 16 following the recent scrapping of 37066, 37333 (ex 37303) and 37699 (ex 37253) at Crewe and 37373 (ex 37160) at Old Oak. The other class members cut up so far are 37004, 37011, 37031, 37062, 37080, 37096, 37113, 37261, 37273 (ex 37306) 37280, 37378 (ex 37204), 37681 (ex 37130) & D6983



# NEWSDESK

## 37029 MAKES ITS LONG AWAITED DEBUT





# NEWSDESK

## NB's DOWN THE COAST

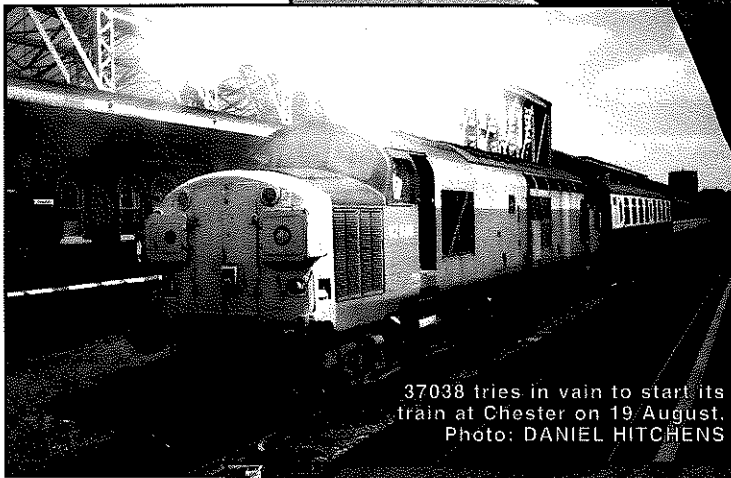
WITH so many Class 37/4s allocated to Crewe during the Summer, there was little opportunity for non-boilered Class 37s working the North Wales Coast services. However a handful did manage to get out.

On 23 July, 37230 worked the 08:17 Crewe - Bangor, returning on the 10:23. The loco then made another trip to Bangor with the 13:18 from Crewe returning on the 17:18.

The next day 37114 also made two return trips to



37114 backs out of Crewe after arriving on the 16:22 from Bangor. Photo: ROB MOREL



37038 tries in vain to start its train at Chester on 19 August. Photo: DANIEL HITCHENS

Bangor, working the 09:17 & 14:17 trains from Crewe and their respective return legs.

It wasn't until 18 August that another NB managed to work along the line. 37073 was called upon to work the 18:17 Crewe - Bangor, returning to Chester on the 20:22. The following morning it worked back to Crewe on the 07:41 from Chester.

Later the same day 37038 was expected to work down the coast, but despite actual coupling up to its stock at

Chester, brake problems mean't it couldn't actually work the train.

Four days later 37293 did two return trips to Bangor departing on the 08:17 & 13:18 from Crewe.

The same locomotive was in action two days later with the 09:18 Crewe - Bangor and 11:22 return.



37230 brings in the stock for the 17:18 Bangor - Crewe on 23 July. Photo: DANIEL HITCHENS

# NEWSDESK

## 'SYPHON' BONANZA ON SUMMER



37023 & 31420, after arrival with 1V96 at Reading on 18 July '97. Photo: C. ROWE

THANKS to the unreliability of Virgin Trains Class 47s, there have been a number of rescue missions & substitutions over the last few months. This has led to a wide variety of traction being used on their services including a Class 73 and 'Deltic' D9000. The Class 37 action has been as follows.

On 4 June, 37167 had a run out from Birmingham New Street to Reading and back with 1V96 09:10

Edinburgh - Reading and 1M79 16:47 Reading - Liverpool.

After a period of little activity, the appearance of 37025 on the 14:18 Paddington - Edinburgh on 14 July, on which it rescued a failed 47814 at Culham, signalled the start of a mad few weeks.

Four days later, 37023 paired up with 31420 on 1V96 & 1M79, which they worked to/from New Street.



37372 awaits to depart Stafford with the 12:17 Manchester - Paddington which the loco worked to Birmingham New Street. Photo: DANIEL HITCHENS

# NEWSDESK

## VIRGIN CROSS COUNTRY TRAINS



37717, New Street.  
Photo: DANIEL HITCHENS

At York 37717 was drafted in to work 1013 to Poole. The loco came off at Birmingham and then worked 1V97 17:10 Manchester - Paddington.

The following day saw 37678 & 37417 head the Birmingham - Ramsgate & return.

1V65 16:43 York - Bristol was a real riot on 13 August, 56132 took the train from York to Sheffield, where 37054 took the train onto Derby.

Two days later 37229 took charge of 1M40 11:40 Plymouth - Liverpool, it got as far as Taunton before bursting. The replacement was 37895 which took the train forward to New Street.

The failure of 47822 at Leamington on 1V96 on 21 August resulted in 37198 coming to the rescue.

The following day 37114 rescued 1M79 at Didcot which it worked to New Street before returning to Paddington on the 16:08 from Glasgow.

Moving into September, the 4th saw 37275 in charge of 1M40, but it failed at Newton Abbot and the train was terminated.

37074 worked 1M50 14:20 Brighton - Manchester on 12 September between Didcot & New Street, returning to Paddington on the 16:08 from Glasgow.

With the further use of D9000 confirmed and the possibility of Class 50s as well, Virgin services are well worth keeping an eye on. Now where did I put all those tokens for 'Rail's Virgin Loyalty Card.

The failure of 47840 at Oxford on 29 July resulted in 37695 working 1E32 09:00 Poole - York onto New Street. The following week, on 5 August, 37372 took over 1M05 06:03 Paddington - Manchester at Didcot after 47805 failed. The loco returned as far as New Street on 1V48 12:17 Manchester - Paddington.

Three days later, the grapevine was humming, a number of Virgin's 47/8s were suffering main bearing defects. As a result there were some highly rateable traction to be had. The elusive 37713 (not worked a passenger train since April '89) came to the rescue of 47843 on 1M01 06:42 Poole - Liverpool which it worked to New Street returning later in the afternoon on 1014 15:10 Liverpool - Poole.



37402 stands at Stafford with the 10:20  
Edinburgh - Brighton on 31st July '97.  
Photo: DANIEL HITCHENS



Big Beasty.  
37713 stands at Coventry  
with 1M01 on 8 August '97.  
Photo: DANIEL HITCHENS

# NEWSDESK

## NEW FACES DOWN THE COAST



37426 sits at Chester with the 12:22 Bangor - Crewe on 26 May. Photo: CHRISTOPHER ROWE



37419 at Bangor.  
Photo: DANIEL HITCHENS



37415, Bangor.  
Photo: CHRISTOPHER ROWE

DURING late June a number of changes were made to Crewe's LWMC pool. Locos for the North Wales Coast services are allocated to this pool.

37402, 37408 and 37417 were transferred to the LWCW pool on 20 June, being replaced by 37415, 37419 & 37426.

This means so allocated by passenger duties is now as follows:

37414	37415	37418	37419	37420
37421	37422	37426	37429.	

On 22 July an old favourite was back in action down the coast, 37407 worked the 08:17 Crewe - Bangor and 10:22 return, this was followed by the 13:17 oof Crewe returning on the 17:18.

The new Winter timetable, sees a reduction in diagrams from 6 to 5 during weekdays, 7 to 6 on Saturdays, and 4 to 2 on Sundays.

However, a number of services now run to & from Birmingham New Street.

The weekdays 01:43, 06:40, 08:37, 10:48, 13:40, & 18:14 departures from Holyhead now run through to Birmingham. And the following services the 05:15, 10:07, 11:58, 14:23, 17:21 & 23:12 run from New Street to Holyhead.

On Saturdays the Stockport still runs and five services link Holyhead & New Street.

The full Winter diagrams for the Coast & Weymouth services appear on page 36.

# NEWSDESK

## GREEN 37032 NAMED

PRESERVED 37032 has spent this Summer repainted in green, with a small yellow warning panel at one end. The loco has also been named.

On 6 July, TRACTION editor, David Brown unveiled the loco's *Mirage* nameplates in a ceremony at Weybourne station.

Although this name has adorned the loco since October 1992 it was one of the unofficial Tinsley painted ones and the locos new owners felt it fitting to make the name official.

The big green beast is operating driver training days at the North Norfolk Railway during November.

## FROM THE INTERNET

WHILST looking in on our internet site the other day I noticed this gem of a story on Mike Broom's Class 37 page (web address on page 2), which I just have to include in full here:

### 37175 plays sheepdog for the day

37175 arrives light engine at Fauldhouse station on the Edinburgh - Glasgow via Shotts route. At least 4 blokes bail out and set off up the track in hot pursuit of 3 stray sheep which have been worrying Sprinters all morning! The sheep are too quick for the blokes to catch, so it's back into 175 to chase the sheep along so as to herd them up the track as far as another Railtrack bloke a mile further on who came armed with his pet labrador or something! Sheep happily driven up the embankment and into field with encouragement from 175's horn! A mighty bit of thrash from 175 as the blokes disappear off to do whatever Railtrack does these days.

Andrew Donnelly.

## ADDITIONAL PATHFINDER TRIP

TO link up with one of their steam tours Pathfinder are utilising a Class 37 on a trip from Finsbury Park to Bristol on 22 November. Running out in the morning the tour returns early evening. The price a value for money £15.00.

## WORK CONTINUES ON 37190 AT MIDLAND RAILWAY CENTRE

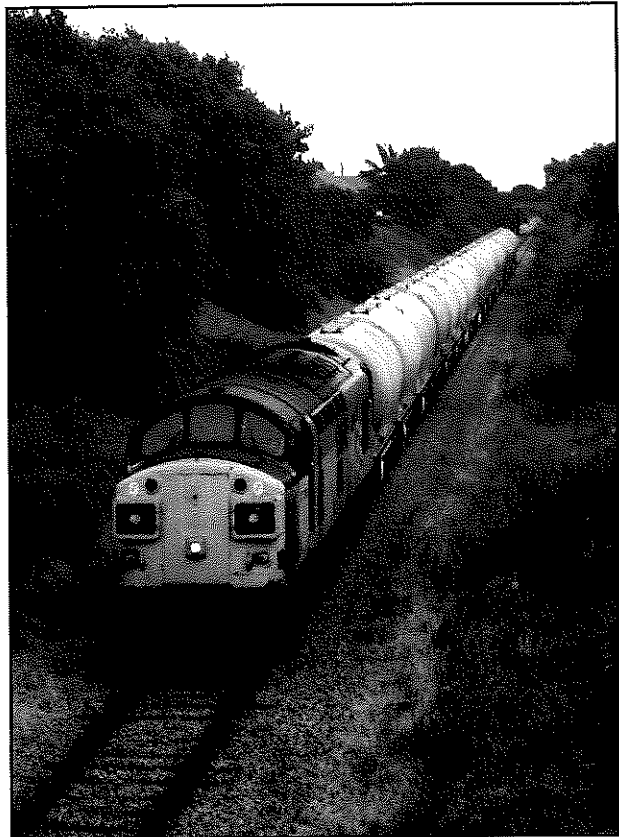


Midland Railway Centre resident 37190 is currently being restored to full operational condition and work is also being undertaken on the bodywork. The loco could be back in action early next year. The loco is pictured above inside Swanwick shed. **Photo: IAN DOBSON**

## SYPHON SHORTS

1/8/97	<b>37211</b> 23:58 Southampton - Ripple Lane F. Liner returning in the early hours on 4O09.	27/9/97	<b>37428</b> worked last Fort William sleeper with day coach.
7/8/97	<b>37238</b> 23:58 Southampton - Ripple Lane F. Liner returning in the early hours on 4O09.	28/9/97	<b>37413 &amp; 37430</b> worked charter to Mallaig.
17/8/97	<b>37040</b> involved in nuclear train accident tests at Hendon, Sunderland	30/9/97	<b>37717</b> 6E08 Wolverhampton - Immingham 'Enterprise' vice Class 56.
9/9/97	<b>37198 &amp; 37203</b> worked Avon bin-liner vice Class 58.	1/10/97	<b>37718</b> 19:29 Leeds - Southampton F.Liner.
22/9/97	<b>37887</b> rescued failed HST at Taunton and hauled it ECS back to Bristol	2/10/97	<b>37072</b> Lackenby - Margam vice Class 60.
		7/10/97	<b>37885</b> 19:45 Southampton - Leeds F.liner.
		8/10/97	<b>37885</b> 19:29 Leeds - Southampton F.liner.

# NEWSDesk



Pioneer, 37350 is still in fine fettle. On 21 July the loco had charge of the Warrington - Altrincham cement and is seen passing Rudheath. Photo: DANIEL HITCHENS

## REMAINING EPS 37s ARE KEPT BUSY

EPS's six remaining Class 37/6s have been keeping busy over recent months and not only with towing 'Eurostars'.

At the beginning of June, 37601 & 37606 hauled a 'Eurostar' set north up the East Coast Main Line en-route to Glasgow Polmadie. Other transit moves before the sale to DRS saw 37602 & 37611 working the North Pole - Longsight 'Eurostar' transit move on 9 June. The following day 37604 & 37610 headed the return working.

Following the sale, 37604 & 37606 were noted on the northbound train on 14 July. 37603 & 37605 worked a similar train on 9 September. Six days the same pair were working the southbound train, when an EMU working the 13:16 Crewe - Stafford failed at Wedgewood. 37603 was summoned to propel the failed unit onto Stafford.

On 29 July 37601 & 37603 were called to assist the Crewe - Grain freightliner which failed at Factory Junction, they worked the return working back to Wembley. This obviously sparked a few ideas at Freightliner as it wasn't long after that the DRS 37/6s were hired!

At the end of August 37601 worked a number of Freightliner services including on the 28th 4M79 20:40 Southampton - Lawley Street. The 4O18 04:45 return on the 29th. On 3 September the loco was used on a Garston - Southampton train.

37606 got into the act on 3 October when it was put in charge of the Leeds - Southampton service.

## MAJOR RE-SHUFFLE FOR EWS

EWS are gradually moving towards their goal of having all their locos allocated to just one depot, probably Toton. October saw a major re-shuffle of its fleet, resulting in their Class 37s being spread between just six depots, Cardiff Canton, Crewe, Eastleigh, Immingham, Motherwell and Toton.

Bescot, Stewarts Lane and Stratford all lost their allocations and Crewe only retains ten Class 37/4s for North Wales Coast duties. However, Eastleigh has gained some forty 'Syphons' as it takes over the EWDB pool from Stewarts Lane. EWS has also reduced the number of pools from fourteen to nine.

These may well be reduced to seven in the near future with rationalisation of Cardiff Canton's pools.

Amazingly there are no EWS Class 37s based in London with Eastleigh and Toton no sharing responsibility for providing 'Syphons' in the Capital.

Immingham has the largest allocation with forty-nine Class 37s joining the whole Class 56 fleet! Interestingly, four Class 37/4s have moved to Humberside all former 'Coast' locos, 37402, 37407, 37408 and 37417.

There has been some movement in & out of the stored pools. On the plus side 37012, 37156, 37905 & 37906 are back in traffic, replacing 37137, 37142, 37178, 37227 which are now in store.

As has been the case this year, expect to see any depot's locos working anywhere on anything as EWS have the attitude if it is capable of hauling the train and it has the necessary route availability then let it work it, good news I think you'll agree.

A new pool has appeared, XHSD, to denote the Class 37/6s now owned by Direct Rail Services and based at Sellafeld.

# NEWSDesk

## Ch. Ch. Ch. Changes

### English Welsh & Scottish

#### Pool / Depot Changes

37012 ENXX - LBSB BS  
LBSB BS - ENTN TO  
37023 EWDB SF - ENTN TO  
37025 LWCW CD - EWDB EH  
37037 EWDB SL - EWDB EH  
37040 EWRB SL - EWDB EH  
37046 ENTN TO - FDCI IM  
37047 EWDB SF - EWDB EH  
37054 EWDB SL - EWDB EH  
37065 ENTN TO - EWDB EH  
37071 ENTN TO - FDCI IM  
37072 ENTN TO - FDCI IM  
37073 LWCW CD ENTN TO  
37074 EWDB SL - EWDB EH  
37077 EWDB SL - EWDB EH  
37095 LWCW CD - ENTN TO  
37097 ENTN TO - EWDB EH  
37098 ENTN TO - FDCI IM  
37106 EWDB SF - EWDB EH  
37109 EWDB SL - EWDB EH  
37116 LWCW CD - EWDB EH  
37131 FDRI IM - FDCI IM  
37133 EWDB SL - ENTN TO  
37137 ENTN TO - ENXX  
37140 EWDB SF - EWDB EH  
37141 LWCW CD - FDCI IM  
37142 LWCW CD - LCWX  
37146 LWCW CD - ENTN TO  
37154 LBSB BS - ENTN TO  
37156 LCWX - ENTN TO  
ENTN TO - FDCI IM  
37158 LWCW CD - ENTN TO  
37167 EWDB SL - EWDB EH  
37174 EWRB SL - EWDB EH  
37178 LBSB BS - LCWX  
37191 LWCW CD - ENTN TO  
37194 EWRB SL - EWDB EH  
37196 LBSB BS - ENTN TO  
37198 EWDB SL - EWDB EH  
37203 EWDB SL - EWDB EH  
37211 LWCW CD - EWDB EH  
37212 LWCW CD - FDCI IM  
37216 EWDB SF - ENTN TO  
37219 EWDB SL - EWDB EH  
37220 EWRB SL - ENTN TO  
37225 FDRI IM - FDCI IM  
37227 ENTN TO - ENXX  
37242 EWDB SF - EWDB EH  
37244 ENTN TO - FDCI IM  
37245 EWRB SL - EWDB EH  
37255 LBSB BS - ENTN TO  
37258 LBSB BS - ENTN TO  
37262 EWDB SL - EWDB EH  
37274 EWDB SL - EWDB EH  
37293 EWRB SL - EWDB EH

37332 FDRI IM - ENTN TO  
37350 FDRI IM - FDCI IM  
37370 EWRB SL - EWDB EH  
37371 EWDB SL - EWDB EH  
37372 EWRB SL - EWDB EH  
37375 EWDB SL - EWDB EH  
37376 ENTN TO - FDCI IM  
37377 EWDB SL - EWDB EH  
37379 EWDB SF - ENTN TO  
37380 EWRB SL - EWDB EH  
37402 LWMC CD - LWCW CD  
LWCW CD - FDCI IM  
37405 LWCW CD - EWDB SF  
EWDB SF - ENTN TO  
37407 LWCW CD - FDCI IM  
37408 LWMC CD - LWCW CD  
LWCW CD - FDCI IM  
37415 LWCW CD - LWMC CD  
37417 LWMC CD - LWCW CD  
LWCW CD - FDCI IM  
37419 LWCW CD - LWMC CD  
37423 LWCW CD - EWDB SF  
EWDB SF - ENTN TO  
37425 LWCW CD - LGHM ML  
37426 LWCW CD - LWMC CD  
37503 FDCI IM - ENTN TO  
37505 LWCW CD - FDCI IM  
37509 LWCW CD - FDCI IM  
37518 LWCW CD - FDCI IM  
37519 FDCI IM - ENTN TO  
37520 LWCW CD - FDCI IM  
37667 EWDB SF - LWCW CD  
LWCW CD - FDCI IM  
37676 EWDB SF - FDCI IM  
37677 FDCI IM - ENTN TO  
37678 EWDB SF - LWCW CD  
LWCW CD - FDCI IM  
37679 EWDB SF - FDCI IM  
37680 FDCI IM - ENTN TO  
37695 LWCW CD - FDCI IM  
37703 EWDB SL - EWDB EH  
37705 EWDB SL - EWDB EH  
37706 FDCI IM - ENTN TO  
37709 EWDB SL - EWDB EH  
37711 EWDB SL - EWDB EH  
37800 EWDB SL - EWDB EH  
37803 EWDB SL - EWDB EH  
37890 EWDB SL - EWDB EH  
37891 EWDB SL - EWDB EH  
37892 EWDB SL - EWDB EH  
37899 LNCK CF - ENTN TO  
37905 LCWX - LNCK CF  
37906 LCWX - LNCK CF  
Cut-up  
37066 at Adtranz Crewe 15/8/97  
37333 at Adtranz Crewe 15/8/97

37373 at Old Oak 29/8/97  
37699 at Adtranz Crewe 15/8/97

#### Namings

37411 *TY Hafan* - 31/5/97 at Newport  
37413 *The Scottish Railway Preservation Society* - 30/9/97 at Bo'ness  
37521 *English China Clays* - 25/6/97 at St Blazey  
37667 *Meldon Quarry Centenary* - 24/5/97 at Meldon  
37717 *St Margaret's Church of England Primary School City of Durham Railsafe Trophy Winners 1997* - 16/7/97 at Thornaby

#### Nameplates Removed

37405 *Strathclyde Region*  
37413 *Loch Eil Outward Bound*  
37716 *British Steel Corby*  
37717 *Maltby Lilly Junior School Rotherham Railsafe Trophy Winners 1996*  
37899 *County of West Glamorgan / Sir Gorllewin Morgannwg*

#### EPS

##### Loco sales to DRS.

37607 GPSV OC - XHSD SD  
37608 GPSV OC - XHSD SD  
37609 GPSV OC - XHSD SD  
37610 GPSV OC - XHSD SD  
37611 GPSV OC - XHSD SD  
37612 GPSV OC - XHSD SD

#### LIVERY CHANGES

37413 TR - EW  
37421 RR - EW  
37515 LB - EW  
37607 EP - ED  
37608 EP - ED  
37609 EP - ED  
37610 EP - ED  
37611 EP - ED  
37612 EP - ED  
37669 TR - EW  
37678 FA - EW  
37797 FC - EW  
37800 FM - EW  
37894 FC - EW



# CURRENT POOL ALLOCATIONS

## ENGLISH WELSH & SCOTTISH RAILWAY

### OPERATIONAL POOLS

#### ENTN - Toton

37010	37012	37013	37023	37038	37042
37051	37055	37057	37073	37079	37095
37114	37133	37146	37154	37158	37162
37185	37191	37196	37216	37220	37222
37238	37248	37255	37258	37264	37332
37379	37405	37423	37431	37503	37519
37677	37680	37706	37715	37798	37899

**Toton Depot Total: 42**

#### EWDB - Eastleigh

37025	37037	37040	37047	37054	37065
37074	37077	37097	37106	37109	37116
37140	37167	37174	37194	37198	37203
37211	37219	37242	37245	37262	37274
37293	37370	37371	37372	37375	37377
37380	37703	37705	37709	37711	37800
37803	37890	37891	37892		

**Eastleigh Depot Total: 40**

#### FDCI - Immingham

37046	37071	37072	37098	37131	37141
37156	37212	37225	37244	37350	37376
37402	37407	37408	37417	37505	37509
37513	37515	37516	37517	37518	37520
37667	37676	37678	37679	37682	37684
37686	37688	37689	37694	37695	37697
37698	37707	37708	37710	37713	37716
37717	37718	37719	37883	37884	37885
37886					

**Immingham Depot Total: 49**

#### LGBM - Motherwell

37043	37069	37100	37152	37153	37165
37170	37175	37221	37250	37261	37294
37351	37510	37675	37683	37685	37692
37693	37702	37712	37714	37796	37797
37799	37801	37802	37893		

#### LGHM - Motherwell - West Highland

37401	37403	37404	37406	37409	37410
37413	37424	37425	37428	37430	

**Motherwell Depot Total: 39**

#### LNCK - Cardiff Canton - South Wales

37411	37412	37416	37427	37701	37704
37887	37888	37889	37894	37895	37896
37897	37898	37901	37902	37903	37905
37906					

#### LNKL - Cardiff Canton - Cornwall

37521	37668	37669	37670	37671	37672
37673	37674	37696			

#### LNSK - Cardiff Canton - Sandite Fitted

37197	37229	37230	37254	37263	37275
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**Cardiff Canton Depot Total: 34**

#### LWMC - Crewe Diesel - North Wales Passenger

37414	37415	37418	37419	37420	37421
37422	37426	37429			

**Crewe Depot Total: 9**

**EWS TOTAL: 213**

### STORED POOLS

#### ENXX - Former Mainline Stored Locos

37035	37048	37092	37137	37227	37241
37278					

#### FDYX - Former Load Haul Stored Locos

37003	37019	37045	37058	37059	37063
37068	37075	37083	37104	37110	37139
37144	37209	37217	37218	37223	37235
37298	37330	37331	37335	37340	37341
37343	37344	37345	37358	37359	37381
37382					

#### LCWX - Former Transrail Strategic Reserve

37026	37087	37088	37107	37108	37111
37142	37178	37184	37188	37201	37207
37213	37214	37232	37240	37251	37334
37904					

#### LCXX - Former Transrail Stored For Spares

37008	37078
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**Total: 59**

### EUROPEAN PASSENGER SERVICES

#### GPSV - Old Oak Common - Sleepers

37601	37602	37603	37604	37605	37606
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**Old Oak Common Total: 6**

**EPS TOTAL: 6**

### DIRECT RAIL SERVICES

#### XHSD - Sellafield

37607	37608	37609	37610	37611	37612
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**Sellafield Total: 6**

**DRS TOTAL: 6**

# Devonian 'Syphons'



ABOVE: 37670 & 37521 make a fine sight as they head the Bescot - St Blazey on 29 April '95. BELOW: 37411 approaches Dawlish during August '96 with a Paignton - Bristol Temple Meads service. Photos: TOM RAJCZONEK.



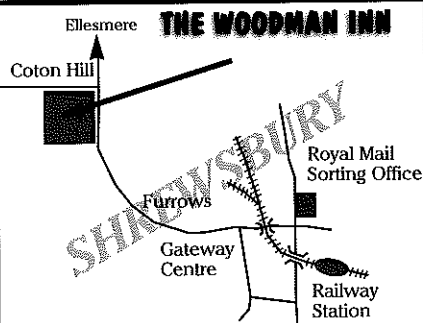
# THE CLASS 37 GROUP'S ANNUAL GENERAL MEETING

is scheduled for  
**2pm on 22 November**

at the  
**Woodman Inn,  
Colton Hill,  
Shrewsbury**

*All members most  
welcome!*

## Where to find us



# 37



**THE CLASS 37 GROUP**

AS part of our continuing drive to raise funds for our forthcoming purchase of a Class 37 locomotive, I am inviting members to join in the Group's MONTHLY DRAW. This for those of you that may not have taken part before is as the name suggests - a draw which takes place once a month.

The cost is only £1.00 per month to enter and is run on a raffle basis, where all paid up members are put into a hat with the winners being drawn out by an independent person not associated with the Group. The winning members are paid a cash prize amount proportionate to the number of people entering each month. The remaining money goes directly into the preservation fund. Winners are paid by cheque to his/her address.

The Draw is simple to enter. You can pay either by standing order direct from your bank using the

## MONTHLY DRAW

mandate form enclosed with this magazine or pay in advance by cheque/postal order (payable to 'The Class 37 Group'). Please send the enclosed form with your remittance to the co-ordinators address listed on it.

Please have a go - It's only £1.00 a month to enter and remember the more members that enter, the higher the prize money and the more the preservation fund grows to buy YOUR 'Syphon'.

May I take this opportunity to thank all past & present Draw members for their kind support with a hope that you will long continue.

Thankyou All.

*Steve Potter*

**Group Treasurer & Draw Co-ordinator**

# 'SYPHONS' ON TOUR SUMMER 1997

SUMMER 1997 was a real treat for 'Syphon' bashers, not only were their plenty of Class 37s on service trains, but they were appearing by the bucket load on railtours & charters.

At the end of May (24th), a pair, 37415 & 37667 were used top & tailed for the Okehampton station re-opening. This was followed a week later by 37079 rescuing a Carlisle - Luton charter at Turners Lane Junction and dragging it to Doncaster. The following day the newly named 37411 worked a Newport - Barry special.

Pathfinder's decision to use Class 37s instead of Class 47s on its 'Merrymakers' was also much welcomed. On the 14 June, 37162 & 37254 worked the 'Cumbrian Excursioner' from Cardiff - Carlisle and back. 'The Fenland Excursioner' saw 37411 & 37416 in action. 'The Settle Excursioner', on 26 July, employed 37198 & 37376 and the 909 mile 'Edinburgh & Borders Excursioner' utilised 37047 & 37114.

On the railtour front, there has been plenty happening. 37712 & 37714 worked RT Railtours 'Inverness Explorer' from Mossend to Inverness and return to Edinburgh. The same day saw 37606 paired with 31466 on A1A's 'The Longest Day'. The following weekend also saw two tours using 'Syphons',

Pathfinder's 'Minehead Mariner' used the extremely rateable 37351 on the York - Derby leg and 37667 was a last minute substitute on Past Time's 'First & Last' working from Kings X to Carlisle and back with 47710.

Hertfordshire's 'Dungeness Pebbledasher' on 12 July, took 37688 from Finsbury Park to Dungeness, the loco was joined en-route by 92030 and 37402. 37402 returned the train from Ashford with 92038.

The non-appearance of the expected 'Cromptons' on Pathfinder's 'Breakfast Bag/Pembrokeshire Pageant', on 2 August, resulted in 37686 being used, the loco was joined later in the day by 37274.

On 8 August, 37244 was paired with 31203 for the first leg of A1A's 'Thirty Nine Steps'. Pathfinder's 'York Cross' tour on 30 August employed 37012 & 37185 from London to Worcester.

It was some three weeks later that the next railtour action occurred when, on 20 September, 37211 & 37509 worked RT's 'Slate & Narrow' to Blaenau and 37678 worked Pathfinder's 'Marching Cat' between Nuneaton & Crewe.

On the following pages are a few photos of a handful of these tours, lets hope that the same variety and quantity occurs next year!

## Newport - Barry Special - 1 June '97



37411 at Barry.  
Photo: CHRISTOPHER ROWE

# 'SYPHONS' ON TOUR SUMMER 1997

*'The Cumbrian Excursioner' - 14 June '97*



*'The Inverness Explorer' - 21 June '97*



*'The Fenland Excursioner' - 12 July '97*



*'The Minehead Mariner' - 28 June '97*



# 'SYPHONS' ON TOUR SUMMER 1997

*'The Settle Excursioner' - 26 July '97*



*'The Edinburgh & Borders Excursioner' - 9 August '97*





# LIMITED EDITION TANKARDS

## *An Ideal Christmas Present*

Since 1982, Great Yarmouth Pottery has been producing limited edition and commissioned china tankards. Many of these are now valued at over £100.

The Class 37 Group has joined forces with the World renowned pottery to commission a VERY limited edition full colour tankard, 'The Class 37'. Please note that this is not a printed mug, but a specially hand-crafted ceramic that will become a collectors piece very quickly.

Scheduled for release during November 1997, the tankard will feature impressions of both 'Split-box' and 'Centre-box' Class 37s.

The run will be limited to 309 tankards, one for each Class 37 produced and numbered 001 to 308; tankard number 309 will be D6983 and will be substantially different. This will be sold by sealed bid auction in early 1998.

Once all the tankards have been produced, the moulds will be broken by the potter, Ernie Childs in the presence of The Class 37 Group's committee.

**Note: Once this run has been produced, that will be it! There will be no more than 309!**

The tankards will be issued on a first come, first served basis, so to guarantee getting one of these future antiques, early reservation is recommended.

The issue will be open to the public and Great Yarmouth Pottery's own collector club (which has over 500 members) so if you want one speed is of the essence.

**There will be no second issue!**

With such a short run 'The Class 37' tankard will be heavily in demand from collectors and railway enthusiasts alike:-

**Don't miss out! Reserve your tankard today!**

To reserve one of these superb works of art, just send a cheque/P.O. for £17.50 + £2.50 p&p (payable to 'The Class 37 Group') to:

**CLASS 37 TANKARDS**  
**48, Beaconsfield Road, Lowestoft, Suffolk NR33 0RJ**

If you have any preference for certain numbers, please send in your first 3 choices, we will do every-thing possible to realise these requests.

NB. Due to the high demand expected, tankards are limited to two per person.





# History of the Class 37s

## Part Two: 1963 - 1966

By GRAHAM POTTS



The decision to build Type 3 locomotives in great numbers came only after the initial batch of 37's had been delivered, the original order for 42 by the Eastern Region did grow to 119 but it was the securing of contract 'CCP 1304' that was to change things most dramatically. Their performance, though not perfect had convinced the South Wales management to order 100 English Electric 'Type 3', in preference to both of the lighter versions then available, the 'Hymeks' and Class 33. Imagine what the result would have been if 250 Hymeks had been built instead of the 101 that were. Would the decision to eliminate them been quite so easy, would their numbers have saved hydraulics generally.

The answer is probably no, the 'Hymek' was handicapped by the terrible performance of the early hydraulics, 'North British' and 'Warships' alike were proving unreliable and prone to expensive breakdowns. Even the 2,700 bhp 'Westerns' had reliability trouble and no other region followed the Western Region's bold stance on transmission type.

This isolation was bought home by the 1962 South Wales order for type 3 English Electrics, the 37 being preferred for several reasons.

Firstly, the 37 design was ideal for the South Wales coalfields, steep valleys required trains to be low geared with maximum power available at low speeds. To this extent the 37 was best placed, its maximum power of 55,500 lb tractive effort was unsurpassed in its day and even some modern designs like 56 and 58 are only slightly more powerful. This power was vital for shifting dead weight on banks, the twisting routes with poor track demanded a low route availability, the 37 with 5 was again well placed. Finally the continuous rating for the 37 was reached at 13.6 mph, ideal for the South Wales work, where passenger demands were always going to be less and greater power at low speeds for freight more useful.

The comparison below also gives away the final vital component for the South Wales decision, brake force, the 37 at 106 tonnes was able to give greater adhesion and therefore greater brake force at 50 tonnes than its mid-powered rivals and with that the battle was won. Safety was, as now, an important component in running railways and the ability to hold back 600 tonnes of coal descending down from Merthyr Tydfil on a 1 in 50 gradient was seen as the final ace in the 'Syphon' pack.

TYPE 3 COMPARISON TABLE

	English Electric Class 37	B.R.C.W. Class 33	Beyer Peacock Class 35 'Hymek'
Max Tractive Effort (lbs)	55,500	45,000	49,700
Continuous Tractive Effort (lbs)	35,000	26,000	26,750
At Speed (mph)	13.6	17.5	17.1
Brake Force (tonnes)	50	35	33
Route Availability	5	6	6

The order was split between the Vulcan Foundry at Newton-le-Willows and the Robert Stephenson & Hawthorn works at Darlington. Yet following the successful trial of D6742 & D6743 in September 1962 their order for 37's involved some major changes to the front end appearance and some minor changes to technical specification. These were to be subsequently referred to as the Phase II series.

The front end communicating doors were removed, not that they'd seen regular use in the early Eastern Region examples. This allowed them to opt for a central single route indicator panel instead of the 'split headcode'. Warning horns were mounted on the roof instead of behind the small round grills at the top of the nose ends. This raised the height to 13ft and 3/4 inch. An increase of 2 1/4 inches that was to prove troublesome later on in the East. Weight fell from 108 tonnes to 104.6 tonnes but this was due not just to the cleaner front end but also the lack of a steam heat boiler in all but a few of the series. Fuel injection pumps were modified and later examples received improved generators in the form of EE 822 / 13G and 16J over the original 10G series. Air compressors went from Worthington-Simpson to Westinghouse models and vacuum exhausters from Northey to Reavell.

The first of these new style 37's didn't arrive until March 1963, the early part of that year taken up with making series one machines for the Eastern region. They were really churning them out though, eleven being delivered in January with four D6788 (now 37088 stored) to D6791 (now 37358) from Stephenson's and seven D6802 (now 37712) to D6808 (now 37108 once more after a spell as 37325 and yet another in store). The latter batch all went to Sheffield Darnall whilst the first to the North East at Gateshead.

1963 began with Huddersfield receiving its first 37 in the guise of D6783 (now 37083 stored) working the Sundays 09:48 York to Manchester, followed by D6737 (now 37037) working a test train between Crofton, Wakefield and Rose Grove, Burnley over Copy Pit summit (749 ft asl) hauling 35 wagons with the addition of a brake tender. The Great Central got two more tractor diagrams with 15:30 Hull to Plymouth fish train 3V05 and 17:50 Hull to Banbury fish train 3V07.

March heralded the arrival of D6795, the last Stephenson built series one class 37 which is now 37095 which went to Gateshead and D6818 shortly after which went to Darnall from Vulcan. The series one machines and the complete Eastern region order was complete at 119 split box 37's, the fate of which we will examine later.

D6742/3 which had been down at Cardiff since September 1962 were dispatched back to their Sheffield home on April 7th 1963 as the first series two 37's arrived at their South Wales home. D6819 - 23 were the first, the first two D6819 (now 37895 after being 37283) and D6820 (now 37887) coming from Stephenson's at Darlington and the others from Newton-le-Willows.

Most of the first 37's were sent to Radyr Yard, a huge coal moving facility just north of Cardiff, others went to Newport Ebbw Junction depot to be trialed on iron ore trains between Newport Docks and Spencer Steelworks. Two were sent over in multiple to work lime and mineral trains to Llanwern and Margam with two more at Landore Swansea working Margam to Trostre Steelworks trains. Landore depot itself wasn't opened until May 1963 with D6820-3, D6831 & D6833 among its first arrivals. By July the class had eighteen freight diagrams from Ebbw Junction with thirty-one locomotives available. Though just eighteen months from closure, 37's took over the Carmarthen to Aberystwyth freight through Strata Florida. Landore continued to collect 37's by September it had 14, which were sent out to Milford Haven and Pembroke, though by spring 1964 this number was more than doubled. Even Tondur shed was to receive an allocation of nine by May 1964.

In the rest of the network the Eastern Region examples continued their work, Yorkshire seeing them often deployed with a brake tender on unfitted freight traffic. D6767 (now 37703) was so employed on milk traffic near Harrogate that spring and D6740 was seen on a Sheffield to Scarborough relief train for variety. D6717 (now 37503) was employed on the overnight Glasgow to Colchester service coming on the train at March and numerous examples still plied between Liverpool Street and Kings Lynn, Cambridge, Norwich, Great Yarmouth and Lowestoft. In the North East coal traffic was handled by 37's from Gateshead and Thornaby depots with rare passenger turns confined to rescuing failures or the very occasional summer Saturday trip. Sheffield still had them on the 'Master Cutler' service via Worksop and Retford and Grantham and the Great Central now had the 37's working the York to Bournemouth trains, which were extended regularly from Newcastle with the 37 working from York to Newcastle and down as far as Banbury and back in one turn!

1963 also saw Stratford 37's working through to Guide Bridge on the Harwich Parkston Quay to Liverpool Central train, this took 'Syphons' over the Woodhead route famous for its 'Tommies' and 1,500 Volt electrics. Freight traffic over the Woodhead followed, with Wath and Tinsley diagrams using 37's from 1964. In the summer, Class 37's took over from 31s on the Cleethorpes to Kings Cross express trains and a Darnall 'Tractor' also worked the Manchester to Yarmouth diagram each Friday night.

June 1963 saw D6847 delivered to traffic (now 37371 after being 37147) from the Vulcan Foundry along with five others, Stephenson's produced just two D6828 (now 37330 after 37128) and D6859 (now 37372 after 37159) all going to Ebbw Junction depot. However D6847 almost immediately went off region piloting D40 (a Peak) to Plymouth on the 'Cornishman' returning with D23 the following day on the 16.00 Plymouth to Manchester, the first recorded visit of the class in

Devon.

Late 1963 saw the first boilded 37s of series two design being turned out, D6875 going to Cardiff where it was to stay until 1982. In all, the boilded batch was to run to 18, ending with D6892 (now 37694). They were designed to work some of the commuter services from Newport and the West of Wales passenger services to Milford Haven and Pembroke. In reality, Hymeks dominated these to begin with, their higher output at speed more in tune with passenger demands.

Despite receiving a further order for 20 more English Electric 'Type 3s', the decision not to produce at Stephenson's anymore was taken. The final twelve rolling off the production line early in 1964, the very last of which D6898 (now 37198) rolled into Doncaster works on May 6th 1964. It wasn't as if there wasn't enough work either, the Vulcan Works getting an order to re-engine the baby Deltics as well as the further 20 tractors.

July 1964 saw the arrival of the first 37 for banking duties on the Lickey incline, D6938 (now 37238) arriving at Bromsgrove where by September it had been joined by four more thus making the shed there redundant. Originally they were allocated to Bristol Bath Road, but later Cardiff supplied the 'Type 3s' and stabled them at Worcester Shrub Hill. Yet their reign there was to prove short lived, D7021-4 'Hymeks' arriving in October 1967 to displace them, the 37s returning to South Wales duties. Though the 37s were to return when the 'Hymeks' were eliminated in 1973, it puzzles me why they were used in preference at all. It seems though that the 37 was first choice for freight, for which there was plenty of work in South Wales, however the region had to use it's share of 'Hymeks' and banking duties probably rated fairly

low in priority and so despite their design disadvantage for tractive effort and brake force, they were used there.

The Central Wales line was traversed for the first time along its whole length in July 1964 by D6862 (now 37162) hauling an inspection saloon. It was fitted with the obligatory large headlight that became associated with that line long before they became a standard feature nationwide. With 120 Class 37 locomotives, South Wales had become a stamping ground for the class, from Newport to Milford Haven they dominated the scene.

Top and tail 37s worked 1700 tonne iron ore trains from Newport to Llanwern, sometimes upwards of thirty of them could be found stabled at Newport or Cardiff. It was a scene that was to remain unchanged for 15 years until the early 1980's and the arrival of the first Class 56 in the area.

The additional twenty 37s ordered on contract CCR 1320 were all spoken for before delivery and so a final order was placed for seventy more (CCS 1362), the first twenty of these were to retain the original phase II specification, as time didn't allow for any changes. The latter fifty however, designated phase III were requested to be modified again with revised control equipment, wheelslip detection equipment changed from current to voltage balance and the power circuit featured negative-to-ground earthing.

The first of these arrived from Vulcan in January 1965, D6959 (now 37380 after 37259) and was one of ten fitted with a steam heat boiler and allocated to Sheffield Wath for passenger duties.

Late 1964 saw D6707 (now 37604) reach Nuneaton on 18 September with a Dagenham to Halewood car train, starting a new regular flow in





addition to the flow begun in May 1963 by D6700 (the pioneer, now 37350). The new flow extended regular 'Syphon' working that little bit further but 1965 was to bring some traumatic and some momentous events for the class.

On the down side, the class lost the fish traffic along the GCR from Hull in February, by autumn they had lost the York - Bournemouth service to 'Brush 4s' and soon even the delivery of new locomotives was routed over the Midland line via Chesterfield. It brought to an end regular flows over the GCR, something we would like to see return with our bid to base 37003 at the now private GCR mainline at Loughborough.

1965 also witnessed the end of orders for Class 37s, the rapid replacement of steam was almost completed and those left were being withdrawn as services declined with Beeching's widely wielded axe falling all over the rapidly shrinking network.

There was no need to expand the diesel fleet anymore than it was already and with expansive orders for Brush 'Type 4s' still to be delivered, the powers at BR even began to examine which failed diesel classes could be slated for early elimination. The class was duly completed when the 309th class member D6608 made its entry to traffic in November 1965.

The biggest negative of 1965 was to occur just one month later, an ECS movement from Carmarthen to Bristol behind 'Spoon' D1671 ran into a landslip at Bridgend in the wee hours of 19th December. The Brush flung itself into the path of D6983 (just seven months old) which was hammering along with a Newton Abbot to Margam train of empties. The resultant smack wrote of both locomotives and the fleet fell to 308 where it remained until 1987.

On the plus side, English Electric celebrated

delivering its 2,000th diesel engine for British railways when D6988 (now 37427) was outshopped in June 1965 for photographs from Vulcan with a specially constructed headboard over the small yellow warning panel (see lead photo). Its route blinds were wound to show 2000 and the locomotive, like many before it went to join the massive pool at Cardiff.

Also on the plus side, the Western Region undertook high speed trials with class 37s during May and June of 1965, the diagram was for the pair to take the 08:45 'Bristolian' from Bristol to Paddington, returning at 12:15. Two pairs were set aside for this work from the batch of eighteen boilded 37s allocated to South Wales. They were D6881 (now 37610 after being 37687 and 37181) and D6882 (now 37670 after 37182) and D6891 (now 37191) and D6892 (now 37694 after 37192).

The pair used prototype XP64 coaching stock in eight coach trains, and on one occasion D6881 & 2 also worked the Paddington to Plymouth and return covering the 173 miles to Exeter in 132 minutes (averaging 78.6 mph). Further evidence of their speed was gained when the 'South Wales Pullman' failed and D6881 on load 7 took over covering Patchway to Paddington at an average of 79 mph (113 miles). This however occurred in May 1967 after the decision to end high speed Class 37 diagrams was taken.

The allocation of the class in January 1966 was still rigidly split between the Eastern Region batch as shown below using the 119 phase one locomotives, and the Western Region in South Wales using the 180 phase two designs with the exception of the small boilded batch of 10, D6959 - D6968, based at Darnall and later Tinsley for passenger work out of Sheffield.

The odd one out, D6838 went up to Scotland in

# CLASS 37 DEPOT ALLOCATIONS - JANUARY 1966

## EASTERN REGION

### 34A - Stratford

D6700	D6701	D6702	D6703	D6704	D6705
D6706	D6707	D6708	D6709	D6710	D6711
D6712	D6713	D6714	D6715	D6716	D6717
D6718	D6719	D6720	D6721	D6722	D6723
D6724	D6725	D6726	D6727		

Total: 28

### 41A - Tinsley

D6728	D6729	D6742	D6743	D6744	D6745
D6746	D6747	D6748	D6749	D6750	D6751
D6752	D6753	D6754	D6796	D6797	D6798
D6799	D6800	D6801	D6802	D6803	D6804
D6805	D6806	D6807	D6808	D6809	D6810
D6811	D6812	D6813	D6814	D6815	D6816
D6817	D6818	D6966	D6967	D6968	

Total: 41

### 41C - Wath

D6959	D6960	D6961	D6962	D6963	D6964
D6965					

Total: 7

### 50B - Hull Dairycotes

D6730	D6731	D6732	D6733	D6734	D6735
D6736	D6737	D6738	D6739	D6740	D6741
D6775	D6781	D6782	D6783	D6784	

Total: 17

### 51L - Thornaby

D6755	D6756	D6757	D6758	D6759	D6760
D6761	D6762	D6763	D6764	D6765	D6766
D6767	D6768	D6769	D6770	D6771	D6772
D6773	D6774	D6776	D6777	D6778	D6779
D6780					

Total: 25

### 52A - Gateshead

D6785	D6786	D6787	D6788	D6789	D6790
D6791	D6792	D6793	D6794	D6795	

Total: 11

EASTERN REGION TOTAL: 129

## WESTERN REGION

### 86B - Ebbw Junction

D6820	D6822	D6823	D6824	D6825	D6826
D6827	D6828	D6829	D6830	D6832	D6833
D6834	D6835	D6837	D6839	D6840	D6841
D6842	D6843	D6844	D6845	D6846	D6847
D6848	D6849	D6850	D6851	D6859	D6860

Total: 30

### 86A - Cardiff Canton

D6600	D6604	D6819	D6821	D6852	D6855
D6866	D6867	D6868	D6871	D6872	D6874
D6875	D6876	D6877	D6878	D6879	D6881
D6882	D6891	D6892	D6898	D6899	D6900
D6901	D6902	D6903	D6904	D6913	D6920
D6921	D6922	D6926	D6930	D6935	D6936
D6937	D6938	D6939	D6940	D6941	D6942
D6943	D6944	D6945	D6946	D6947	D6948
D6949	D6950	D6951	D6952	D6953	D6954
D6955	D6956	D6957	D6958	D6969	D6970
D6971	D6972	D6973	D6974	D6975	D6976
D6977	D6978	D6979	D6980	D6981	D6982
D6983	D6984	D6985	D6986	D6987	D6988
D6989	D6990	D6991	D6992	D6993	D6994
D6995	D6996	D6997	D6998	D6999	

Total: 89

### 87A - Landore

D6601	D6602	D6603	D6605	D6606	D6607
D6608	D6831	D6836	D6853	D6854	D6856
D6857	D6858	D6861	D6862	D6863	D6864
D6865	D6869	D6870	D6873	D6880	D6883
D6884	D6885	D6886	D6887	D6888	D6889
D6890	D6893	D6894	D6895	D6896	D6897
D6905	D6906	D6907	D6908	D6909	D6910
D6911	D6912	D6914	D6915	D6916	D6917
D6918	D6919	D6923	D6924	D6925	D6927
D6928	D6929	D6931	D6932	D6933	D6934

Total: 60

WESTERN REGION TOTAL: 179

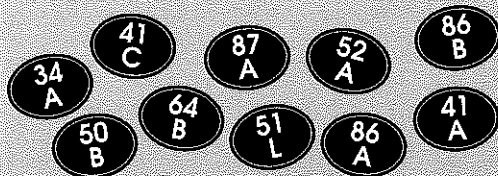
## SCOTTISH REGION

### 64B - Haymarket

D6838

Total: 1

SCOTTISH REGION TOTAL: 1



September 1963, when just five months old, and for 30 months it ploughed a lone furrow. 1966, however was to see a dramatic change in Class 37 allocations, the huge South Wales monopoly on the phase two machines was to be obliterated and allocations north of the border increased greatly. Declining coal traffic from the Welsh valleys as pit closures struck and the closing of many routes and

branches by Beeching, saw the total locomotive demand fall in South Wales and the other regions, impressed by their near 90% availability came plundering.

The next issue we will look at the final green years, the renumbering in 1973 and the arrival of corporate blue livery and full yellow warning panels.

# BLUES BROTHERS



Looking through the files I came across these two photos, which will bring back memories of the rail blue era. ABOVE: 37057 & 37108 are seen at Crewe on 12 September 1992. BELOW: 37275 clears its bowels following a visit to Motherwell on 31 October 1993. Both Photos: TOM RAJCZONEK.



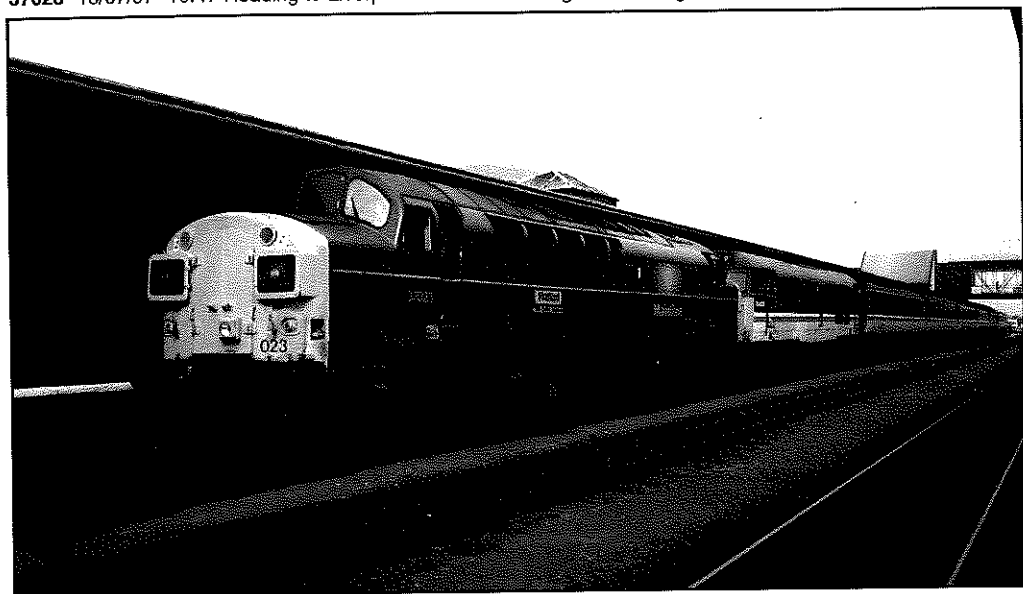
# Class 37 Last Workings

*compiled by Ken Carr & Mike Broom*

## 37/0s

Loco Date Working

- 37003** 09/07/94 'Trans-Pennine Freighter' railtour from Bradford Interchange to Blackburn with 37223.  
**37010** 17/08/96 'Crewe Open Day' railtour from Crewe - Bristol Temple Meads with 37042.  
**37012** 30/08/97 'The York Cross' railtour between Willesden and Worcester with 37185.  
**37013** 15/04/95 'South Wales' railtour from Fishguard Harbour to Euston with 37106.  
**37019** 02/05/93 'The Severn Slaps & Saucy Sapper' railtour from Worcester to Long Marston.  
**37023** 18/07/97 16:47 Reading to Liverpool between Reading and Birmingham New Street with 31420.



37023 & 31420 await to depart Reading with Virgin Trains 16:47 Reading to Liverpool Lime Street on 18 July '97. This interesting duo worked the train to Birmingham New Street. **Photo: A. HALL**

- 37025** 23/07/97 11:03 Weymouth - Bristol Temple Meads from Westbury.  
**37026** 04/05/92 Regional Railways' special from Crewe to Shrewsbury with 37178.  
**37035** 12/08/93  
**37037** 12/09/96 09:20 Brighton to Edinburgh between Brighton and Reading.  
**37038** 18/07/97 Troon to Wilmslow 'Golfex' between Carlisle and Wilmslow.  
**37040** 27/01/94 09:35 Paddington to Plymouth between Exeter and Plymouth.  
**37042** 17/08/96 'Crewe Open Day' railtour from Crewe - Bristol Temple Meads with 37010.  
**37043** 24/08/96 'Bo'ness Traveller' railtour top & tail with 37212.  
**37045** 09/10/93 Euston to Aberdeen between Edinburgh and Aberdeen with 37285.  
**37046** 27/12/96 08:31 Margate - London Victoria between Maidstone East and Swanley.  
**37047** 09/08/97 'The Edinburgh & Borders Excursioner' charter from Edinburgh - Reading with 37114.  
**37048** 24/06/95 'Logistician' railtour with 37098 & 37371.  
**37051** 20/07/96 'The Settle Syphons' railtour from York to Kings Cross with 37057.  
**37054** 13/08/97 16:43 York - Bristol Temple Meads from Sheffield to Derby.  
**37055** 22/07/96 16:48 Reading to Liverpool between Oxford and Birmingham New Street.  
**37057** 20/07/96 'The Settle Syphons' railtour from York to Kings Cross with 37051.  
**37058** 20/07/96 'The Settle Syphons' railtour from Doncaster to York via S&C and Hexham with 37059.  
**37059** 20/07/96 'The Settle Syphons' railtour from Doncaster to York via S&C and Hexham with 37058.



Loco	Date	Working
37063	23/07/94	'Scarborough to Carlisle' charter from Preston to York with 37015.
37065	04/10/92	'The Taff Talisman' railtour from Bristol Temple Meads to Cardiff.
37066	09/09/95	05:38 Crewe to Cardiff between Hereford and Cardiff.
37068	06/05/95	16:52 Spalding to Preston charter from Elton & Orston to Nottingham.
37069	24/11/96	09:00 York to Glasgow between Carstairs and Glasgow.
37071	10/08/96	Warrington to Preston drag.
37072	03/12/94	'Westerleigh Wizard' railtour with 37264 top & tail 47705.
37073	19/08/97	07:41 Chester - Crewe.
37074	12/09/97	16:08 Glasgow - Paddington from Birmingham New Street.
37075	07/11/93	'Anglesey Odyssey 1' railtour from Crewe to Birmingham New Street with 37225.
37077	16/07/94	15:23 Great Yarmouth to Norwich.
37078	09/09/93	Inverness to Euston sleeper between Inverness and Edinburgh with 37214.
37079	31/05/97	Carlisle to Luton charter from Turners Lane Junction to Doncaster.
37080	26/08/93	12:40 Glasgow Central to Birmingham New Street between Glasgow and Carlisle.
37083	27/12/91	'S&C special' from Leeds to Carlisle with 37071 & 47479.
37087	21/09/96	North Wales services.
37088	25/08/94	9:25 Edinburgh to Inverness.
37092	19/08/95	09:44 Glasgow Central to Penzance between Exeter and Penzance.
37095	01/07/95	'The Cattal Grid' railtour from York to York via Leeds & Harrogate with 37517.
37097	27/03/94	17:35 Paddington to Plymouth between Exeter and Plymouth.
37098	27/02/97	18:40 Euston to Glasgow Central between Preston and Carlisle with 37174 (via S&C).
37099	29/12/95	23:12 Birmingham International to Holyhead between Wolverhampton and Crewe piloting 37417.
37100	21/09/97	14:25 Euston - Glasgow from Abingdon with 37713
37104	02/07/91	
37106	15/04/95	'South Wales' railtour from Fishguard Harbour to Euston with 37013.
37107	27/05/96	Bristol Temple Meads to Southampton additional.
37108	04/07/96	09:05 Birmingham New Street to Glasgow Central between Shap and Carlisle.
37109	07/04/97	23:45 Euston to Wolverhampton from Wolverton to Northampton.
37110	31/05/93	'Class 40 Appeal' railtour from Crewe to Exeter with 37073.



37254 leads 37162 into Carlisle prior to the return leg of the 'Cumbrian Excursioner' to Bristol on 14 June '97. Although this was the last occasion 37162 worked a passenger train, 37254 has been active since. **Photo: DANIEL HITCHENS**

Loco	Date	Working
37111	23/05/95	Aberdeen to Euston sleeper between Aberdeen and Edinburgh with 37073.
37114	22/08/97	16:08 Glasgow - Paddington from Birmingham New Street.
37116	14/05/97	14:18 Paddington to Edinburgh between Carlisle and Edinburgh.
37131	23/06/92	'Crewe Avoider' railtour between Ludgershall and Paddington with 37107.
37133	30/11/94	Inverness to Euston sleeper between Inverness and Edinburgh with 37251.
37137	05/10/93	17:20 Bristol Temple Meads to Cardiff piloting 37421.
37139	02/10/93	19:23 Kings Cross to Edinburgh charter with 37272.
37140	21/07/95	12:30 Liverpool Street to Norwich between Diss and Norwich.
37141	13/02/97	08:05 Euston to Liverpool Lime Street between outskirts of Rugby and Rugby station.
37142	20/07/96	13:26 Holyhead to Stockport.
37144	09/11/91	
37146	30/09/95	'Kingswear Rambler' from Kingswear to Cardiff.
37152	15/09/97	'Royal Scotsman' charter between Nairn and Inverness.
37153	15/09/97	'Royal Scotsman' charter between Inverness and Kyle of Lochalsh.
37154	19/02/97	13:30 Newcastle to Kings Cross between Peterborough and Huntingdon.
37156	12/03/96	Euston to Inverness sleeper between Blair Atholl and Inverness.
37158	24/09/96	09:10 Aberdeen to Plymouth between Exeter and Plymouth with 37141.
37162	14/06/97	'The Cumbrian Excursioner' railtour from Carlisle to Cardiff with 37254.
37165	28/10/94	20:30 Inverness to Euston between Tomatin to Perth.
37167	04/06/97	16:47 Reading to Liverpool Lime Street between Reading and Birmingham New Street.
37170	31/12/95	09:40 Inverness to Kings Cross between Dalwhinnie and Edinburgh.
37174	27/02/97	18:40 Euston to Glasgow Central between Preston and Carlisle with 37098 (via S&C).
37175	22/10/95	20:20 Inverness to Euston between Inverness and Perth.
37178	22/09/96	13:00 Edinburgh to Penzance between Oxenholme and Birmingham New Street.
37184	12/02/95	Inverness to Euston sleeper between Inverness and Edinburgh with 37261.
37185	30/08/97	'The York Cross' railtour between Willesden and Worcester with 37012.
37188	17/09/94	12:30 Glasgow Central to Reading from ?? to Carlisle with 37087.
37191	21/01/97	20:06 Birmingham International to Preston between Birmingham New Street and Crewe.
37194	21/12/96	'Festive Fiasco' railtour from London Bridge to London Bridge via Sutton.
37196	13/09/95	Aberdeen to Euston sleeper between Aberdeen and Edinburgh.
37197	02/07/96	05:55 Plymouth to Paddington between Exeter and Paddington.
37198	21/08/97	09:10 Edinburgh - Reading from Leamington Spa.
37201	13/09/96	18:16 Holyhead to Birmingham International between Holyhead and Crewe.
37203	08/02/97	'North by North West' railtour from Wolverhampton to Stafford with 31462.
37207	24/02/96	'Jewel in the Crown' railtour Stratford Upon Avon to Stafford with 31439 (and 20128 from Stafford)
37209	19/06/92	22:03 Euston Aberdeen sleepers between Edinburgh and Aberdeen with 37156.
37211	23/09/97	14:35 Euston - Carlisle from Carlisle routed via Dumfries.
37212	16/10/96	North Wales Coast services.
37213	25/04/96	22:15 Penzance to Waterloo between Plymouth to Exeter piloting 47816.
37214	27/04/96	10:49 Birmingham International to Glasgow Central between Lockerbie and Glasgow Central.
37216	27/03/97	09:10 Edinburgh to Reading between Birmingham New Street and Reading with 47817.
37217	14/05/92	Glasgow to Ayr' charter from Kilmarnock to Ayr.
37218	16/10/93	'Amiwlch' railtour along Amiwlch branch with 37261 top & tail with 47513
37219	23/10/96	09:00 Poole to York between Leamington Spa and Birmingham New Street.
37220	01/03/97	'Maiden Voyager' railtour from Coventry to Ealing Broadway with 37222.
37221	13/09/97	'Royal Scotsman' charter between Taynauld - Gartshore.
37222	01/03/97	'Maiden Voyager' railtour from Coventry to Ealing Broadway with 37220.
37223	09/07/94	'Trans-Pennine Freighter' railtour from Bradford Interchange to Blackburn with 37003.
37225	14/03/97	17:10 Edinburgh to Birmingham New Street between Edinburgh and Carlisle.
37227	02/05/94	09:00 Bristol to Weymouth.
37229	15/08/97	11:40 Plymouth - Liverpool to Taunton.
37230	23/07/97	17:18 Bangor - Crewe.
37232	27/03/96	Euston to Aberdeen sleeper between Dundee and Aberdeen.
37235	06/08/91	19:00 Blackpool to Liverpool Lime Street.
37238	26/08/91	'NSE Class 50' railtour from Ipswich to Colchester with 37218.
37240	01/12/96	15:40 Euston to Glasgow Central between Carlisle and Lockerbie.
37241	03/09/94	Great Yarmouth to Norwich.
37242	15/03/97	'Spinning Gibbon' from Nottingham to Nuneaton with 31405.
37244	08/08/97	'The Thirty Nine Steps' railtour between Stafford & Preston with 31203
37245	11/09/96	10:48 Edinburgh to Brighton between Twyford and Brighton.
37248	31/03/97	'The Scarborough Maid' railtour from York to Reading with 37332.
37250	22/09/97	07:20 Glasgow - Euston to Carlisle.

## Loco Date Working

37251	25/03/95	Euston to Inverness sleeper between Edinburgh and Inverness with 37683.
37254	27/06/97	17:35 Weymouth to Bristol Temple Meads (Hastings DEMU used as stock).
37255	17/03/97	09:20 Brighton to Edinburgh between Brighton and Birmingham New Street.
37258	17/10/97	1M05 Paddington - Manchester from Banbury.
37261	19/03/95	20:25 Aberdeen to Euston sleeper between Aberdeen and Edinburgh with 37071.
37262	18/07/96	12:30 Glasgow Central to Poole between Glasgow and ??
37263	18/08/96	Leeds to Plymouth from Exeter to Plymouth.
37264	03/12/94	'Westerleigh Wizard' railtour with 37072 top & tail with 47705.
37274	02/08/97	'The Pembrokehire Pageant' railtour between Fishguard and Bristol T.M. with 37686.
37275	04/09/97	11:40 Plymouth - Liverpool to Newton Abbot.
37278	08/11/92	'Eve-Solent Explorer' railtour from Salisbury to Waterloo with 37178.
37293	25/08/97	11:22 Bangor - Crewe.
37294	07/08/96	'Royal Scotsman' charter from Kyle of Lochalsh to Inverness.
37298	26/04/92	17:14 Manchester Victoria to Blackpool North with 37891.

## 37/3s

37330	16/03/97	14:35 Carlisle to Euston drag between Carlisle and Carnforth.
37331	05/09/93	Worksop Open Day shuttles with 37504.
37332	31/03/97	'The Scarborough Maid' railtour from York to Reading with 37248.
37333	17/04/93	'Felixstowe Phoenix' railtour with 37154 top & tail with 37370.
37334	14/10/91	07:45 Basingstoke to Exeter between Basingstoke and Salisbury with 37271.
37335	29/07/92	Inverness to Euston sleeper between Inverness and Edinburgh with 37196.
37340	05/05/92	
37341	23/07/94	'Scarborough to Carlisle' charter from Preston to York with 37063.
37343	27/12/91	'Settle & Carlisle' special with 37095 & 47479.
37344	23/08/92	17:32 Weymouth to Swindon.
37345	02/09/93	09:00 Bristol Temple Meads to Bath Spa.
37350	xx/01/94	16:00 Holyhead to Crewe between Llandudno Junction and Crewe.
37351	13/09/97	'Royal Scotsman' charter between Gartshore and Edinburgh.
37358	20/02/94	'Standage Stomper' railtour from Sheffield to Derby.
37359	28/01/91	
37370	10/05/97	14:35 Carlisle to Euston between Carlisle and Preston with 31166.
37371	24/06/95	'Logistician' railtour with 37048 & 37098.
37372	05/08/97	12:17 Manchester Piccadilly - Paddington to Birmingham New Street.
37375	17/05/97	Wembley to Middlesbrough 'footex' from Rugby to Crewe with 31450.



37376 is seen at Stafford with Virgin Trains 09:10 Edinburgh - Reading. The loco worked the train to Birmingham New Street. Photo: GRAHAM POTTS

## Loco Date Working

- 37376 26/07/97 'The Settle Excursioner' charter between Carlisle and Bristol Temple Meads with 37198.  
 37377 02/02/94 09:05 Poole to York between Poole and Reading.  
 37379 03/08/97 20:13 Inverness - Euston from Moy - Kingussie.  
 37380 25/01/96 08:40 Weymouth to Bristol Temple Meads.  
 37381 31/07/91 'Cumbrian Coastliner' railtour from Preston to Crewe via Workington and S&C with 37358.  
 37382 28/12/92 'Cold Turkey' railtour from Bidston to Croes Newydd top & tail with 31421 & 31408.

## 37/5s

- 37503 06/12/94 17:28 Manchester Victoria to Blackpool North.  
 37505 14/12/96 'Rooster Booster' railtour from Northampton to Birmingham New Street with 20075.  
 37509 20/09/97 'The Slate & Narrow' railtour from Blaenau - Skipton with 37211.  
 37510 09/05/95 Euston to Inverness sleeper between Edinburgh and Inverness with 37250.  
 37513 08/09/97 'Royal Scotsman' charter between Kingussie - Perth.  
 37515 23/07/94 'The Roxby Music' railtour from Roxby Gullett to Trent Junction.  
 37516 15/06/97 VSOE from Leeds to Scarborough via Bridlington.  
 37517 01/07/95 'The Cattal Grid' railtour from York to York via Leeds & Harrogate with 37095.  
 37518 17/09/96 20:22 Bangor to Chester.  
 37519 18/08/96 13:05 Newcastle to Poole between Doncaster and Birmingham New Street.  
 37520 31/10/95 10:24 Crewe to Bangor between Prestatyn and Llandudno Junction.  
 37521 06/06/96 13:07 Exeter St David's - Leeds throughout.  
 37667 17/10/97 15:35 Euston - Glasgow from Tebay to Carlisle.  
 37668 31/12/96 Heathfield to Newton Abbot special top & tail with 37416.  
 37669 26/04/97 Cardiff to Hooton charter between Hereford and Hooton.  
 37670 07/10/96 15:00 Newcastle to Plymouth between Exeter and Plymouth with 37671.  
 37671 05/10/96 12:17 Manchester Piccadilly to Plymouth between Bridgewater and Plymouth.  
 37672 11/10/95 15:35 Paddington to Penzance between Exeter and Penzance.  
 37673 11/02/96 00:10 Waterloo to Penzance between Par and Penzance.  
 37674 17/05/97 'Pirates' railtour from Penzance to Birmingham New Street with 31407.  
 37675 02/04/94 'The Sector Swansong' railtour from Crewe to Stafford.  
 37676 12/08/95 16:09 Great Yarmouth to Norwich.  
 37677 17/09/88  
 37678 20/09/97 'The Marching Cat' railtour between Nuneaton & Crewe.  
 37679 05/08/95 07:05 Norwich to Liverpool Street between Romford and Liverpool Street.  
 37680 28/04/97 Glasgow Central to Crewe between Carlisle and Preston.  
 37682 22/06/91 'Brentford Bard' railtour from Brentford to Manchester Piccadilly with 37685.  
 37683 07/05/97 Euston to Aberdeen sleeper between Edinburgh and Aberdeen.  
 37684 26/07/95 07:50 Harwich to Liverpool Street.  
 37685 08/07/96 21:10 Aberdeen to Edinburgh between Ladybank and Edinburgh.  
 37686 02/08/97 'The Pembrokeshire Pageant' railtour between Fishguard and Bristol T.M. with 37274.  
 37688 12/07/97 'Dungeness Pebbledasher' railtour from Dungeness to Ashford top & tail with 37402.  
 37689 24/08/90 2V87 Weymouth - Bristol Temple Meads.  
 37692 08/08/94 Inverness to Euston sleeper with 37693.  
 37693 14/09/97 'Royal Scotsman' charter between Edinburgh and Keith.  
 37694 10/07/94 'Doncaster Deviator' railtour from Silverwood to Doncaster.  
 37695 29/07/97 09:00 Poole - York from Oxford to Birmingham New Street.  
 37696 27/09/97 Steam charter from Ludlow - Newport.  
 37697 18/01/92 'The Taff Cruncher' from Gloucester to Fishguard Harbour.  
 37698 28/01/97 07:00 Kings Cross to Leeds between Hemsworth and Leeds.  
 37699 01/11/92 West Somerset Diesel Gala.

## 37/6s

- 37601 13/07/96 'Yorkshire Doodle Dandy' railtour from Birmingham to Bristol.  
 37602 13/05/95 'The Canterbury Tales' railtour from London Victoria to Ashford.  
 37603 15/09/97 13:16 Crewe - Stafford local, pushed EMU from Wedgewood.  
 37604 01/06/96 'Cumbrian Coaster' railtour from Carnforth - Bristol Temple Meads with 37611.  
 37605 30/06/90  
 37606 21/06/97 'The Longest Day' railtour from Portsmouth Harbour to Didcot with 31466.  
 37607 20/09/92 'The Tees Side Tornado' railtour from Thornaby to Sheffield with 37513.

## Loco Date Working

- 37608 10/04/93 'Weardale Explorer' railtour along Eastgate branch with 37506 and top & tail with 47513.  
 37609 06/03/93 'Coker Coaler' railtour between Newcastle Railway Street and Sheffield top & tail with 37422.  
 37610 06/09/92 railtour between Leicester and Manchester Piccadilly with 37422.  
 37611 13/03/97 16:48 Waterloo to Paris Nord between Waterloo and Bromley South with 37611.  
 37612 20/10/90 'Regional Railways Diesel Day' 16:06 Crewe to Liverpool Lime Street with 37408.

## 37/7s

- 37701 14/06/96 21:38 Crewe to Cardiff.  
 37702 30/11/96 'The Deltic Deliverance' railtour from Berwick to Newcastle.  
 37703 25/05/92 'The Solway Scenic Settler' railtour from Carlisle to Bristol Temple Meads with 37707 & 37897.  
 37704 02/10/93 'South Wales' railtour from Margam to Coedbach with 37889 top & tail with 37068 & 37108.  
 37705 22/10/92 23:55 Waterloo to Salisbury.  
 37706 22/05/93 'Lancastrian' mini-tour from Ormskirk - Fylde Junction, top & tail with 56027.  
 37707 30/06/97 12:10 Minehead - Bishops Lydeard (WSR) with 'Prairie' 4160.  
 37708 19/01/97 14:20 Brighton to Glasgow from Penrith to Carlisle.  
 37709 28/07/90  
 37710 24/07/97 16:05 Bishops Lydeard - Minehead (WSR) with 'Manor' 7802.  
 37711 29/09/90 Cambridge Open Day shuttles from Middleton Towers to Cambridge top & tail with 37354.  
 37712 21/06/97 'The Highland Explorer' from Inverness to Edinburgh with 37714.  
 37713 21/09/97 14:25 Euston - Glasgow from Abingdon with 37100.  
 37714 21/06/97 'The Highland Explorer' from Inverness to Edinburgh with 37712.  
 37715 25/02/90  
 37716 29/12/92 'Redmire' railtour between Northallerton and York with 37884.  
 37717 08/08/97 17:10 Manchester - Paddington from Birmingham New Street.  
 37718 24/02/96 'The Friar Tuck' railtour from Doncaster to local branches.  
 37719 08/01/94 06:55 Birmingham New Street to Glasgow between Warrington and Preston.  
 37796 02/05/94 'Exeter Rail Fair' special from Exeter St Davids to Paddington with 37799 & 37896.  
 37797 15/04/95 'Cymric Gallivant' railtour top & tail with 37013 & 37106.  
 37798 31/01/95 14:20 Brighton to Manchester Piccadilly between Redhill and Reading.  
 37799 07/05/94 'Exeter Rail Fair' special from Exeter St Davids to Paddington with 37796 & 37896.  
 37800 01/07/90 'Gloucester Open Day' shuttle between Bristol Temple Meads and Gloucester with 37691.  
 37801 23/05/93 'Lancastrian' railtour from Crewe to Windermere with 37708.  
 37802 30/05/93 Hereford Open Day shuttle from Crewe to Hereford with 37897.  
 37803 03/04/96 09:20 Brighton to Glasgow between Kensington Olympia to Birmingham New Street.  
 37883 14/03/97 07:50 Harwich to Liverpool Street between Bethnal Green area to Liverpool Street.  
 37884 02/01/93 'Wensleydale Lament' from Castle Hill Junction to York with 37714.  
 37885 22/03/97 18:18 Crewe to Holyhead between Crewe and Llandudno Junction with 37429.  
 37886 19/06/97 Ascot to Preston charter from Coventry to Crewe.  
 37887 29/09/97 09:35 Paddington - Plymouth from Exeter.  
 37888 12/08/95 15:53 Holyhead to Crewe.  
 37889 02/10/93 'South Wales' railtour from Margam to Coedbach with 37704 top & tail with 37068 & 37108.  
 37890 15/05/94  
 37891 26/04/92 17:14 Manchester Victoria to Blackpool North with 37298.  
 37892 09/07/97 20:22 Bangor to Chester between Llandudno Junction and Chester.  
 37893 22/06/91 'Taff Vale Triumph' railtour top & tail with 37892.  
 37894 09/07/97 '20:35 Paddington to Plymouth between Exeter and Plymouth.  
 37895 15/08/97 11:40 Plymouth - Liverpool between Taunton and Birmingham New Street.  
 37896 02/05/94 'Exeter Rail Fair' special from Exeter St Davids to Paddington with 37796 & 37799.  
 37897 30/05/93 Hereford Open Day shuttle from Crewe to Hereford with 37802.  
 37898 09/05/93 Severn Valley Diesel Gala.  
 37899 01/09/91 'Bolsover Balladeer' railtour with 37896 top & tail with 20148 & 10185.

## 37/9s

- 37901 07/10/95 'Cyn-gae-curwen Growler' railtour from Newport to South Wales branches top & tail with 37427.  
 37902 16/11/96 'Dyfed Docker' railtour from Fishguard to Carmarthen top & tail with 37412.  
 37903 21/08/94 'Crewe Open Day' railtour from Bristol Temple Meads to Crewe with 37906.  
 37904 04/05/92 'Hereford Open Day' railtour between Crewe to Cardiff with 37203.  
 37905 20/11/94 'Cheshire Chaser' railtour from Newport - Bristol Temple Meads.  
 37906 21/08/94 'Crewe Open Day' railtour from Bristol Temple Meads to Crewe with 37903.

# CLASS 37/4 WINTER DIAGRAMS

## NORTH WALES COAST

### Monday - Friday

#### Diagram 1

1K53	07:39	Chester - Crewe
1D60	08:17	Crewe - Holyhead
1G97	10:48	Holyhead - Birmingham N.S.
1D75	14:23	Birmingham N.S. - Holyhead
1G79	18:14	Holyhead - Birmingham N.S.
1D99	23:12	Birmingham N.S. - Holyhead

#### Diagram 2

1G95	06:40	Holyhead - Birmingham N.S.
1D67	10:07	Birmingham N.S. - Holyhead
1K71	14:52	Holyhead - Crewe
1D79	17:17	Crewe - Bangor
2D71	20:22	Bangor - Chester

#### Diagram 3

1K57	08:05	Bangor - Crewe
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#### Diagram 4

1D65	10:17	Crewe - Holyhead
1G11	13:40	Holyhead - Birmingham N.S.
1D82	17:21	Birmingham N.S. - Holyhead

#### Diagram 5

1G76	01:43	Holyhead - Birmingham N.S.
1D57	05:15	Birmingham N.S. - Holyhead
1G96	08:37	Holyhead - Birmingham N.S.
1D71	11:58	Birmingham N.S. - Holyhead
1K75	16:50	Holyhead - Crewe
1D85	19:37	Crewe - Chester

### Saturday

#### Diagram 1

1K53	07:39	Chester - Crewe
1D60	08:17	Crewe - Holyhead
1G97	10:26	Holyhead - Birmingham N.S.
1D75	14:23	Birmingham N.S. - Holyhead
1K78	18:14	Holyhead - Crewe

#### Diagram 2

1G95	06:40	Holyhead - Birmingham N.S.
1D67	10:07	Birmingham N.S. - Holyhead
1G11	14:45	Holyhead - Birmingham N.S.
1D84	17:58	Crewe - Bangor
2D71	20:22	Birmingham N.S. - Holyhead

#### Diagram 3

1K57	08:05	Bangor - Crewe
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#### Diagram 4

1D65	10:17	Crewe - Holyhead
1H44	13:24	Holyhead - Stockport

#### Diagram 5

1G76	01:43	Holyhead - Birmingham N.S.
1D57	05:06	Birmingham N.S. - Holyhead

1G96	08:37
1D71	12:03
1K75	16:50
1D85	19:37

Holyhead - Birmingham N.S.
Birmingham N.S. - Holyhead
Holyhead - Crewe
Crewe - Chester

#### Diagram 6

1D37	09:55	Stockport - Holyhead
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### Sunday

#### Diagram 1

1K57	16:32	Chester - Crewe
1D63	17:15	Crewe - Holyhead

#### Diagram 2

1K54	13:02	Chester - Crewe
1D60	15:29	Crewe - Holyhead
1G81	18:14	Holyhead - Birmingham Int.
1D99	23:12	Birmingham Int. - Holyhead

## SOUTH WALES & WEST

### Monday - Thursday

#### Diagram 1

2O85	06:58	Westbury - Weymouth
2V70	08:39	Weymouth - Bristol T.M.
2B72	11:30	Bristol T.M. - Cardiff Central
1C96	14:05	Cardiff Central - Bristol T.M.
2O93	16:33	Bristol T.M. - Weymouth
2V93	19:38	Weymouth - Westbury

### Friday

#### Diagram 1

2O85	06:58	Westbury - Weymouth
2V70	08:39	Weymouth - Bristol T.M.
2B72	11:30	Bristol T.M. - Cardiff Central
1C96	14:05	Cardiff Central - Bristol T.M.
1B32	15:16	Bristol T.M. - Cardiff Central
1M89	16:45	Cardiff Central - Manchester P.C.
1V92	21:38	Crewe - Cardiff Central

### Saturday

#### Diagram 1

2O87	09:00	Bristol T.M. - Weymouth
2V79	11:53	Weymouth - Bristol T.M.
2O90	14:33	Bristol T.M. - Weymouth
2V89	17:20	Weymouth - Bristol T.M.

### Sunday

#### Diagram 1

1M15	16:10	Cardiff Cent. - Birmingham N.S.
1V19	19:40	Birmingham N.S. - Cardiff Cent.

# PASSENGER DIARY

## THE 'NB's

28/4/97	<b>37680</b>	Glasgow - Crewe between Carlisle & Preston with failed EMU.
7/5/97	<b>37683</b>	04:40 Edinburgh - Aberdeen.
24/5/97	<b>37667 &amp; 37415</b>	Exeter - Meldon Quarry - Okehampton - Exeter, for Okehampton re-opening. Top & Tail.
31/5/97	<b>37079</b>	16:02 Carlisle - Luton charter from Turners Lane Junction to Doncaster. 47784 failed.
4/6/97	<b>37167</b>	09:10 Edinburgh - Reading from Birmingham New Street & return on 16:47 Reading - Liverpool Lime Street as far as Birmingham New Street.
14/6/97	<b>37162 &amp; 37254</b>	'Cumbrian Excursioner' charter. Cardiff - Carlisle & return.
15/6/97	<b>37516</b>	VSOE Pullman, Leeds to Scarborough via Bridlington.
19/6/97	<b>37886</b>	Assist charter to Preston between Coventry & Crewe. 47742 failed.
21/6/97	<b>37712 &amp; 37714</b>	'Inverness Explorer' railtour from Mossend - Inverness & return to Edinburgh.
	<b>37606 &amp; 31466</b>	'Longest Day' railtour from Alton - Eastleigh and Portsmouth - Didcot.
25/6/97	<b>37254</b>	08:30 Bristol T.M. - Weymouth & 11:30 return, then 14:33 back to Weymouth returning on 17:35 to Bristol T.M.
26/6/97	<b>37254</b>	08:30 Bristol T.M. - Weymouth & 11:30 return, then 14:33 back to Weymouth returning on 17:35 to Bristol T.M.
27/6/97	<b>37254</b>	08:30 Bristol T.M. - Weymouth & 11:30 return, then 14:33 back to Weymouth returning on 17:35 to Bristol T.M.
28/6/97	<b>37351</b>	'Minehead Mariner' railtour from York - Derby & return.
	<b>37667 &amp; 47710</b>	'First & Last' railtour from Kings Cross - Carlisle & return
30/6/97	<b>37707</b>	12:10 Minehead - Bishops Lydeard (W.S.R.) with GWR 'Prairie' 4160.
4/7/97	<b>37054</b>	22:00 Paddington - Swansea from Tilehurst - Bristol T.M. where train was terminated.
9/7/97	<b>37244</b>	23:55 Glasgow - Euston sleeper from Rugby.
	<b>37892</b>	20:22 Bangor - Chester piloting 37414 from Llandudno Junction.
	<b>37894</b>	20:35 Paddington - Plymouth from Exeter. HST failed.
12/7/97	<b>37688</b>	'Dungeness Pebbledasher' railtour from Finsbury Park to Dungeness and return to Ashford. With 92030 from Kensington Olympia to Ashford and with 37402 for the trip onward to Dungeness. <b>First working since 26/1/90.</b>
14/7/97	<b>37025</b>	14:18 Paddington - Edinburgh from Culham to Birmingham New Street. 47814 failed.
18/7/97	<b>37023 &amp; 31420</b>	09:10 Edinburgh - Reading from Birmingham N.S. & return on 16:47 Reading - Liverpool Lime Street to Birmingham.
	<b>37038</b>	12:67 Troon - Wilmslow 'Golfex' from Carlisle.
23/7/97	<b>37025</b>	11:03 Weymouth - Bristol Temple Meads from Westbury. Faulty speedo on 37427.
	<b>37230</b>	08:17 Crewe - Bangor & 10:23 return, then 13:18 Crewe - Bangor & 17:18 return.
24/7/97	<b>37114</b>	09:17 Crewe - Bangor & 11:22 return, then 14:17 Crewe - Bangor & 16:22 return.
	<b>37710</b>	16:05 Bishops Lydeard - Minehead (WSR) with 'Manor' 7802.
26/7/97	<b>37198 &amp; 37376</b>	'The Settle Excursioner' charter from Exeter - Carlisle & return as far as Bristol T.M. where locos replaced. 37198 had failed at Five Ways.



# PASSENGER DIARY

## THE 'NB's continued

26/7/97	37047 & 37244	11:55 Euston - Liverpool from Warrington B.Q. Overhead line probs.
29/7/97	37695	09:00 Poole - York between Oxford & Birmingham N.S. 47840 failed.
2/8/97	37686 37686 37686 & 37274	'The Breakfast Bag' railtour from Finsbury Park - Coventry. 'The Pembrokeshire Pageant' railtour from Coventry - Birmingham N.S. 'The Pembrokeshire Pageant' railtour from Birmingham N.S. - Pembroke Dock & Whitland - Fishguard - Bristol T.M.
3/8/97	37379	20:13 Inverness - Euston from Moy - Kingussie. 47770 failed.
5/8/97	37372	06:03 Paddington - Manchester from Didcot then 12:17 return to Birmingham New Street.
8/8/97	37713 37717 37244 & 31203	06:42 Poole - Liverpool from Southampton to Birmingham N.S. then 15:10 Liverpool - Poole from Birmingham. <b>First working since 11/4/89!</b> 11:43 York - Poole to Birmingham N.S. then 17:10 Manchester - Paddington from Birmingham. 'The Thirty Nine Steps' railtour between Stafford & Preston.
9/8/97	37047 & 37114 37678 & 37417	'Edinburgh & Borders Excursioner' charter from Reading - Edinburgh & return. 08:56 Birmingham N.S. - Ramsgate & 13:48 return.
13/8/97	37054	16:43 York - Bristol T.M. between Sheffield & Derby, took over from 56132II
15/8/97	37229 37895	11:40 Plymouth - Liverpool to Taunton. Loco failed. 11:40 Plymouth - Liverpool from Taunton to Birmingham N.S.
18/8/97	37073	18:17 Crewe - Bangor and 20:22 Bangor - Chester.
19/8/97	37073	07:41 Chester - Crewe.
21/8/97	37198	09:10 Edinburgh - Reading from Leamington Spa. 47822 failed.
22/8/97	37114	16:47 Reading - Liverpool from Didcot to Birmingham N.S. then 16:08 Glasgow - Paddington from Birmingham.
23/8/97	37293	08:17 Crewe - Bangor & 10:23 return, then 13:18 Crewe - Bangor & 16:22 return.
25/8/97	37293	09:18 Crewe - Bangor & 11:22 return.
30/8/97	37012 & 37185	'The York Cross' railtour between Kings Cross - Hornsey and Willesden - Worcester Shrub Hill.
4/9/97	37275	11:40 Plymouth - Liverpool. Loco failed at Newton Abbot, service terminated Ecs taken north by 37097.
7/9/97	37513	'Royal Scotsman' from Inverness - Kingussie.
8/9/97	37513 37221	'Royal Scotsman' from Kingussie - Perth. 'Royal Scotsman' from Perth - Taynauld.
9/9/97	37221	'Royal Scotsman' from Taynauld - Edinburgh - Keith.
10/9/97	37221	'Royal Scotsman' from Keith - Kyle of Lochalsh - Boat of Garten.
12/9/97	37074 37221	14:20 Brighton - Manchester from Didcot to Birmingham N.S. then 16:08 Glasgow - Paddington from Birmingham. 'Royal Scotsman' from Aviemore - Taynauld.
13/9/97	37221 37351	'Royal Scotsman' Taynauld - Gartshore, ran out of fuel. 'Royal Scotsman' from Gartshore - Edinburgh.
14/9/97	37693	'Royal Scotsman' from Edinburgh - Keith.

# PASSENGER DIARY

## THE 'NB's continued

15/9/97	<b>37603</b> <b>37152</b> <b>37153</b>	13:16 Crewe - Stafford local, pushed from Wedgewood. 'Royal Scotsman' from Nairn - Inverness. 'Royal Scotsman' from Inverness - Kyle of Lochalsh.
20/9/97	<b>37211 &amp; 37509</b>  <b>37678</b>	'Slate & Narrow' railtour from Warrington B.Q. - Blaenau & return to Skipton. 'The Marching Cat' railtour between Nuneaton & Crewe.
21/9/97	<b>37100 &amp; 37713</b>	14:25 Euston - Glasgow from Abingdon. 87008 failed.
22/9/97	<b>37250</b>	07:20 Glasgow - Euston to Carlisle.
23/9/97	<b>37211</b>	14:35 Euston - Glasgow from Carlisle via Dumfries
27/9/97	<b>37696</b>	Rescued steam charter from Ludlow to Newport. 'King' 6024 failed.
29/9/97	<b>37887</b>	09:35 Paddington - Plymouth from Exeter.
17/10/97	<b>37258</b> <b>37667</b>	1M05 Paddington - Manchester from Banbury. 47843 failed. 15:35 Euston - Glasgow from Tebay to Carlisle.

This is the list of 'Syphons' which have worked passenger trains so far during 1997:

37012	37023	37025	37038	37047	37054	37073	37074	37079	37098
37100	37109	37114	37116	37141	37152	37153	37154	37162	37167
37174	37185	37191	37198	37203	37211	37216	37220	37221	37222
37225	37229	37230	37242	37244	37248	37250	37254	37255	37258
37274	37275	37293	37332	37351	37370	37372	37375	37376	37379
37401	37402	37403	37404	37405	37406	37407	37408	37409	37410
37411	37412	37413	37414	37415	37416	37417	37418	37419	37420
37421	37422	37423	37424	37425	37426	37427	37428	37429	37430
37509	37513	37516	37603	37606	37611	37667	37669	37674	37678
37680	37683	37686	37688	37693	37695	37696	37698	37707	37708
37710	37712	37713	37714	37717	37883	37885	37886	37887	37892
37894	37895								

## MINEHEAD SYPHONS BY STEVE POTTER

THE Minehead sea defence work on the coast of Somerset continues apace and with all the rock needed being transported exclusively by rail it means that at least one train a day is required.

These giant rocks are especially quarried (to a given size) at Foster Yeoman's Merehead Quarry and on occasions Whatley. The rocks are carefully loaded into the wagons to maintain a stable balance. With the train 20 wagons in length and weighing approximately 1000 tonnes, it is a good test for a 'Syphon'.

The train is handled throughout by an EWS supplied Class 37 and crew, with a pilot supplied for the run over the West Somerset Railway. The train runs to Tarmac's stock compound located adjacent to Minehead station.

On arrival at Minehead, about 18:00, the full train is left just outside the station and the Class 37 runs into Minehead itself to marshal the empties from the previous nights train, which it shunts into one of the plat-

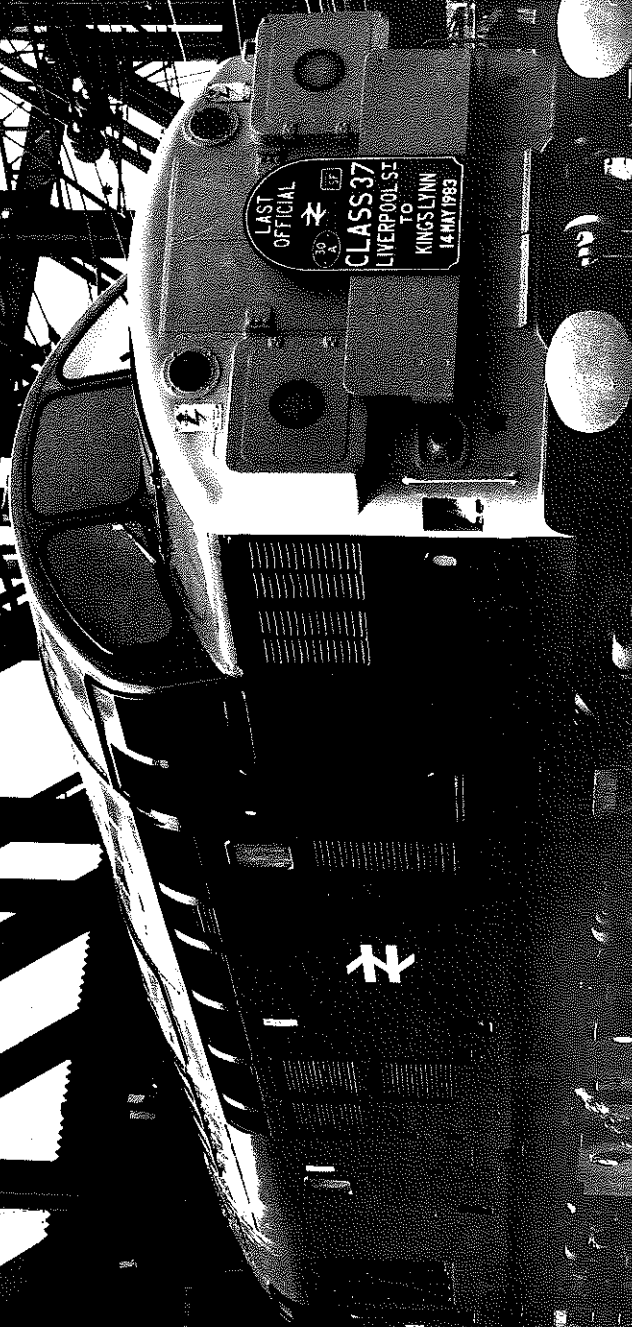
forms (the station is closed by this time).

The crew then normally break for fodder before returning to bring the full train from outside the station. This is split and sometimes shunted into the sidings but normally this duty is left to the WSR resident Class 03. The 'Syphon' has then finished, it attaches to the empties and leaves Minehead around 20:30.

It's quite a laborious task but none the less quite interesting to watch (once!). This train runs Monday - Friday and is contracted to do so well into 1998, plenty of time to get those cameras out.

For those of you with video cameras, the 'Syphon' battling 1000 tonnes of rock up the 1 in 80 Washford bank is a real treat. You can hear the old 12CSVT at full bore and she's pretty hot by the time she reaches the summit in Washford station. A great sight and sound spectacular and one which I shall remember for some time to come - HELLFIRE!

# Goodbye!



On the cover of the first issue of *Spotlight*, a dedicated 4 featured 37110 at Liverpool St. Therefore, it seems highly fitting to feature another shot from the East London terminus as the final shot in my final issue. 371052 prepares to work the last official 37 hauled train to Kings Lynn on 14 May 1993.